THE TOWN OF COBOURG

URBAN AND LANDSCAPE DESIGN GUIDELINES

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The Town of Cobourg Clock Tower, visible through most of the downtown core (source: www.cobourgtourism.com).

1.0 INTRODUCTION

1.1 CONTEXT

As one of seven municipalities comprising the County of Northumberland, the Town of Cobourg is situated on Lake Ontario, one hour east of the Greater Toronto Area and two hours west of Kingston.

The Town of Cobourg was originally settled in 1798. Close proximity to Peterborough and a favourable location along Lake Ontario afforded many industrial opportunities to Cobourg, including a thriving harbour, railway construction, operation and railcar construction industries and a number of hotels and distilleries.

Today, the Town of Cobourg has evolved into a compact and easily accessible community. Highway 401 extends along the northern boundary, and VIA Rail and Canadian National/ Canadian Pacific (CN/CP) lines travel through the middle of Town, ensuring easy access west to Toronto and the airport and east to Kingston. South of the railway, the Town of Cobourg has a generally well connected and compact street network particularly around the old main street (King Street) and the adjoining early neighbourhoods.

The Town of Cobourg has maintained much of its natural and built heritage. The harbour, once the industrial centre of the town, is now an active, flourishing community amenity, highlighted by a marina and yacht club, a large natural beach, a community park and residential condominiums. The human scale of development and natural topography of the land afford vistas from the north end of Town to the Lake.

The Town of Cobourg, located on Lake Ontario in the County of Northumberland.

North of the harbour, King Street forms the downtown heritage main street, anchored by Victoria Park, Marie Dressler House and the C. Gordon King Centre (Cobourg Public Library). Approximately 750 metres in length the Downtown is a highly walkable, pedestrian-oriented area providing on-street parking, period inspired street lamps, benches and seasonal flowers and displays.

More recent neighbourhoods and commercial areas to the east and west of the original core and north of the railway are less connected and compact. These areas are partially subdivided by the major creeks: Brook Creek, Midtown Creek and Cobourg Creek; and by the employment lands and the major arterial roads including Burnham Street, Ontario Street, D'Arcy Street, Elgin Street and William Street.

The Town of Cobourg can be generally described within four quadrants surrounding the main Employment Area and the Downtown/Harbour Area (please refer to the map on the following page). The northern quadrants are bounded by Highway 401 to the north and the CN/CP railway to the south. The quadrants in the south are bounded by the railway to the north and Lake Ontario to the south. The following is a brief description of the general characteristics that define each quadrant.

Main Employment Area

Elgin Street to the north, D'Arcy Street to the east, James Street to the south and William Street to the west bound the Main Employment Area. The Main Employment Area contains the largest amount of employment lands in the Town including the former Kraft Food site and Northam Industrial Park as well as residential land uses at the northwest corner and along the railway to the south. Set against Cobourg Creek to the west, the area contains Morley Cane Park and James J. Tracey Park. Midtown Creek runs through the centre of the Main Employment Area.

Downtown Area

The mixed use Downtown Area is bounded by James Street to the north, College Street to the east, Lake Ontario to the south and Durham Street to the west. King Street forms the heritage main street and contains historic buildings including Victoria Hall and Marie Dressler House. Victoria Park and Rotary Park are set against Lake Ontario along with Cobourg's Harbour and Marina/Yacht Club.

North West Quadrant

The North West Quadrant is primarily residential with commercial uses along Elgin Street and Burnham Street as well as in the Cobourg West Business Park. The Northumberland Hills Hospital is located adjacent to Highway 401. The area north of Elgin Street is largely undeveloped with a number of vacant parcels in the Business Park. Elgin Street forms the main east-west connection and Burnham Street/William Street provide access to Highway 401 and the Downtown Area.

The clock tower is a major gateway feature in the Downtown Area that can be seen throughout the Town of Cobourg.

North East Quadrant

The North East Quadrant is characterized by a mix of uses. The area west of the Built Boundary contains pockets of residential and institutional uses. Commercial development is focused along Division Street south of the 401 interchange. Vacant parcels of land, east of Division Street and south of Highway 401, are designated Mixed Use/Corridor Area and Residential. The area east of the Built Boundary is currently undeveloped except for small pockets of residential and individual farmsteads. The Cobourg East Secondary Plan Area has been completed for the majority of lands in this quadrant. Elgin Street is planned as a primary east-west connection, Brook Road and Workman Road form the main north-south connections.

South East Quadrant

This is a predominantly residential quadrant. However, Lucas Point Business and Industrial Park is located in the east end, with institutional uses centred around the intersection of King Street and Cottesmore Avenue. Brook Creek, Donegan Park, Coverdale Park and Lucas Point Park form the natural environment and open space components of the quadrant. Major north-south connections include: Workman Road, Brook Road and D'Arcy Street. King Street forms the major east-west connection.

South West Quadrant

Primarily residential, the South West Quadrant is set along Lake Ontario and contains employment lands in the north east sector and Peace Park where Cobourg Creek meets the lake. King Street runs through the quadrant terminating at Tracey Road to the west. William Street provides the major north south connection through the area. Although largely developed, this quadrant contains a few vacant and underutilized parcels of land for future development and intensification.

The Town of Cobourg main areas and quadrants.

1.2 ROLE OF THE GUIDELINES

The Town of Cobourg Urban and Landscape Design Guidelines have been developed to provide a comprehensive tool for the Town to review and assess development proposals in both the public and private realm and to ensure that they promote the highest quality of urban design and are well integrated with Cobourg's unique context.

The guidelines provide a series of comprehensive recommendations that support the scale, heritage, natural environment and public open space that defines the Town. They provide recommendations that represent important design goals and are expected to be interpreted by design and development professionals with a degree of flexibility, to encourage creativity and excellence in design, that meets and even exceeds the goals though a variety of design options.

The Official Plan contains general design policies as well as certain policies for specific sites which provide the context in which the Urban and Landscape Design Guidelines have been developed and to which any development must conform. This document applies to all levels of government and all government agencies, and is to be used in conjunction with the:

- Town of Cobourg Official Plan;
- Town of Cobourg Zoning By-law;
- Town of Cobourg Gateway Guidelines;
- General Heritage Conservation District Guidelines for the Town of Cobourg; and,
- Town Of Cobourg East Community Secondary Plan Area Urban Design Guidelines.

1.3 STRUCTURE OF THE GUIDELINES

The Urban and Landscape Design Guidelines are intended to provide detailed direction with respect to the design of the community and to ensure the Official Plan vision is achieved. The guidelines are structured into the following sections:

1.0 Introduction: describes Cobourg's context and the purpose and structure of the guidelines.

***2.0 Urban Design Vision & Guiding Principles*:** outlines the Vision Statement in the Town of Cobourg Official Plan and the corresponding urban design principles.

***3.0 Public Realm Guidelines*:** provides detailed guidelines for streets, parks and open spaces, including sustainability, the Greenlands System, parking, stormwater management and streets and streetscapes. This section does not specifically consider the design of buildings, but occasionally provides guidance on the relationship between buildings and the above public realm components (e.g. building location, orientation, etc.). Guidelines for the design of buildings are provided in the private realm guidelines.

4.0 Private Realm Guidelines: provides detailed guidelines for privately owned land, including sustainability, land use and site design and building typologies and design.

The Town of Cobourg is anchored by a beautiful, heritage main street.

2.0 VISION & GUIDING PRINCIPLES

2.1 COMMUNITY VISION

"Cobourg is a regional centre for Northumberland County and its position as a **strong, liveable and healthy community** providing a full range of opportunities to live, work, play and shop within the Town, will be reinforced through:

The **enhancement and preservation of its historical and natural heritage,** including a linked greenlands system, and its **vibrant and active downtown heart, waterfront and main streets**;

An emphasis on **sustainable, accessible and compact development**, particularly transit supportive, mixed use built form along its main streets, which will enable Cobourg to enhance its function as a vibrant, environmentally aware urban centre;

New residential development which will primarily occur through a mix of **intensification and greenfield development** with a variety of housing types and densities. Any intensification will be designed in keeping with existing stable residential neighbourhoods where it is located within or adjacent to such areas;

A **mix of employment uses** which will continue to promote Cobourg's role as a major employment centre in Northumberland County; and,

A transportation system which will support **multiple modes of travel** including transit, cycling and pedestrian movement, as well as goods movement."

Cobourg Harbour is a significant public amenity and helps to maintain a vibrant and active downtown.

2.2 DESIGN PRINCIPLES

1. Protect Historical and Natural Heritage

Cobourg's historic downtown, Greenlands System and rural heritage will be maintained and enhanced through new development, improved trails and increased exposure to parks and open space. Parks and new Village Squares will act as central meeting places for residents and help to define neighbourhoods.

2. Encourage Compact, Mixed Use Development

The interconnected street network will enhance mobility and foster compact, walkable neighbourhoods. Compact development will be encouraged in the design of vacant or underutilized parcels of land. A mixture of uses and appropriately scaled building forms will contribute to an active streetscape and increased densities in the community.

3. Promote Active Transportation

Active transportation will promote the priority of pedestrian, cyclists and transit over vehicles through the design of streets and their boulevards.

4. Promote Sustainable Development

The Town will actively encourage development which is designed based on the principles of sustainability to reduce the consumption of energy, land and other non-renewable resources; minimize the waste of materials, water and other limited resources; create a liveable, healthy and productive environment; and reduce greenhouse gas emissions.

5. Provide a Variety of Housing

Residential neighbourhoods will contain a mix of lot sizes, housing types and styles to promote a strong sense of place for residents. A variety of housing types, including affordable housing, will respond to the varied needs of the future population by allowing people to age-in-place in the same neighbourhood.

6. Provide a Vital Setting for Employment Uses

A healthy mix of employment uses, including innovative employment opportunities, and the placement of employment lands in key locations will ensure the Town of Cobourg retains its role as a vibrant employment centre in Northumberland County. High profile office, prestige employment and mixed use buildings will be located in the most visible sites to reinforce this image.

7. Create and Celebrate Public Spaces

Streets, parks, civic squares and natural open spaces will serve as social and active meeting places for the Town of Cobourg's residents. Continuity, connectivity and public spaces within and between these areas, neighbourhoods and employment areas will be a key design consideration.

8. Promote Healthy Lifestyles and Physical, Mental and Spiritual Well-being

Compact mixed use development encourages alternative modes of transportation and a well connected Greenlands System affords year-round recreational opportunities, promoting a healthy and active lifestyle for the residents of the Town of Cobourg.

The restored Victoria Hall is a key component of the Town's historical heritage.

A mix of housing types contributes to a vibrant neighbourhood.

Attractive, and carefully designed employment buildings will be located on the most visible sites.

3.0 PUBLIC REALM GUIDELINES

The public realm guidelines refer to development within streets, parks and open spaces, and considers sustainability, the Greenlands System, parking, stormwater management and streets and streetscapes. This section does not specifically consider the design of buildings, but occasionally provides guidance on the relationship between buildings and the above public realm components (e.g. building location, orientation, etc.). Guidelines for the design of buildings are provided in Section 4: Private Realm Guidelines.

3.1 SUSTAINABILITY

Due to its location on Lake Ontario, the large harbour and the extensive Greenlands System, new development within the Town of Cobourg should demonstrate a high level of responsibility to the environment.

Private realm design, such as building stepbacks and terracing (refer to Section 4.4.3) can enhance the public realm by accommodating rooftop gardens with views of the Lake, the harbour and the Town of Cobourg, and in turn, provide public street level views of green roofs. The public realm is also adversely affected by the heat gain attributed to asphalt surfaces and conventional roofs. Sustainable alternatives (i.e. green roofs, rooftop gardens, green walls, etc.) substantially reduce the heat island effect and provide a more habitable public realm during summer months.

In addition to the sustainable practices recommended for private development (refer to Section 4.1 for detailed guidelines), there are opportunities to directly promote the principles of sustainability in the public realm, including well-landscaped streets and public spaces. As new sustainable technologies and products emerge, they should be considered for future use in the Town of Cobourg. The broad tree canopy shades buildings and reduces summer energy costs. Trees and other vegetation also improve stormwater treatment by filtering out pollutants before they enter the storm drain system.

"Living walls," or green walls in public spaces and along the streetscape can reduce the urban heat island effect.

Incorporating biofiltration trenches along the streetscape reduces the amount of impervious surfaces and run-off, and naturalizes the streetscape.

Design Guidelines:

a. Where possible, public realm design should aim to reduce impervious hard surfaces.

b. Materials selected for use in the public realm should be durable to avoid premature replacement.

c. Materials selected for the public realm should be recycled to reduce the energy needed to extract and manufacture new materials.

d. Materials should be locally sourced to prevent the expenditure of fossil fuels used for freight transportation. Canadian products are generally suited to withstand our climate.

e. The potential for alternate energy sources should be explored on public lands (e.g. District Energy, geo-thermal, etc.).

The above guidelines are general recommendations for the public realm and should be applied throughout the Town of Cobourg. More specific guidelines can be found in the sections that follow.

Bricks from demolished buildings and streetscape features can be sorted and reused. Recycled m often have a character that is impossible to obtain in a new brick.

All opportunities for 'greening' should be explored. Landscaping features will contribute to 'green' and 'cool' neighbourhoods.

3.2 THE GREENLANDS SYSTEM

The Greenlands System is a key component that defines the Town of Cobourg and should be maintained as a highly visible and accessible amenity. Cobourg Creek, Midtown Creek and Brook Creek are significant natural heritage features that comprise the Greenlands System.

Maintaining and improving public safety, views and accessibility to the Greenlands System is an important consideration as the Town of Cobourg evolves. Public views and access to the Greenlands System, both physical and visual, will be enhanced through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads and combining public open space with other public or institutional facilities (i.e. school/ park campuses, easements and stormwater ponds adjacent to natural environment features). In addition, consideration can be given to developing high density buildings adjacent to the Greenlands System to capitalize on exceptional views and connections to the recreational trail system.

The Greenlands System in the Town of Cobourg is comprised of the Natural Environment and Open Space components shown on the plan below.

The Town of Cobourg Greenlands System is comprised of the Natural Environment and Open Space components.

3.2.1 Natural Environment

The natural environment is a significant part of the Town of Cobourg's unique sense of place and therefore, a primary purpose of the Urban Design Guidelines is to protect, preserve and, where appropriate, enhance the natural environment.

The most significant natural features in the Town of Cobourg include Cobourg Creek, Midtown Creek, Brook Creek and Lake Ontario. Where these significant natural environment features exist, they should be maintained and/or enhanced.

A well preserved natural environment contributes to the enhancement of air and water resources and provides for limited, passive recreational needs. Natural environment features should be visible and accessible by the public to ensure they are safe, well used and promote healthy living.

Design Guidelines:

a. Key ecological features and functions in the Town of Cobourg should be protected.

b. A significant amount of the perimeter (greater than 50 percent is encouraged) of natural features should be bounded by a combination of roads or open space to maximize public access and significant views of the natural feature.

c. Sensitive environmental features should be adequately buffered and linked to other features to ensure that ecological systems are not negatively affected by urban development.

d. Natural drainage networks should be maintained to support stormwater management infrastructure such as stormwater management ponds (see Section 3.3).

e. Public open space (i.e. streets and paths) should encourage interconnection with adjacent natural areas.

f. Opportunities to develop higher density buildings adjacent to natural features should be explored to capitalize on views and connections to recreational trails. Such developments, must demonstrate compatibility with adjacent sensitive land uses (i.e. low-rise residential and park spaces) with respect to sunlight access, views and privacy.

The Cobourg Waterfront has a well used public beach (source: www.cobourg.ca).

Cobourg Creek runs through James Cockburn Park before draining into Lake Ontario (source: www.cobourg.ca).

3.2.2 Cobourg Harbour

Located less than 100 metres from the downtown and the heritage main street, is Cobourg Harbour. This natural feature significantly enhances the Town of Cobourg's downtown and the community as a whole.

The Harbour has residential development along the waterfront. These low-rise condominiums provide "eyes on the street" and increase safety along the waterfront. Passive recreational areas, such as Ecological Park, Victoria Park, Rotary Waterfront Park and the public beach, as well as the Marina and Yacht Club, further ensure a vibrant, active waterfront both day and night. Future development should enhance safety and public activity by maintaining view corridors to and from the Harbour and encouraging year-round activities.

The majority of the primary north-south streets including Division Street, Ontario Street and Third Street, extend to the waterfront promoting vehicular and pedestrian access and ensuring a vibrant downtown and waterfront.

Design Guidelines:

a. Buildings framing the north-south streets should incorporate active at-grade or public uses, such as cafés or bookstores for mixed use buildings and common areas for residential buildings.

b. Streets leading to the Harbour should provide an enhanced setting for pedestrians and cyclists through the design of elements within the boulevard (i.e. wide sidewalks, feature lighting, seating, public art, etc.).

c. Streets leading to the waterfront should be designed to express their pedestrian priority, but should ensure sightlines to the waterfront are protected.

d. Expressions of the waterfront, through elements such as paving treatments, public art, lighting, banners, signs and wayfinding and other street furnishings should build on the distinct design that exists on the waterfront (i.e. the colour white) to convey a common image.

e. Road alignments on private property, that provide mid-block connections to the Harbour, should maintain waterfront visibility and where feasible, provide public access.

Development along the waterfront provides "eyes on the street" and increases safety at this significant destination in the Town of Cobourg.

3.2.3 Open Space

The Greenlands System includes, in addition to the natural environment, public parks, stormwater management facilities and other open space areas such as school yards and cemeteries. Victoria Park, James Cockburn Park, Lucas Point Park, Lions Park and Donegan Park are some of the larger public parks in the Town of Cobourg. These parks provide for active and/or passive recreational activities and social spaces within or at the edge of Cobourg's residential neighbourhoods and are a primary focus of a healthy, active lifestyle for Cobourg's residents.

The Town of Cobourg Official Plan identifies three types of parkland: Local Park, District Park and Park:

1. **Local Parks:** Include parks sufficient in area for sports fields and active recreation, such as James J. Tracey Park. Local Parks can also include passive recreational spaces with informal green space, children's playgrounds, gardens and walkways.

2. **Regional District Parks:** Include sports fields and other major facilities such as tennis courts, play equipment, spray pads and washroom facilities.

3. **Parks:** Possess unique characteristics or have a special significance to the Town including historical or geographic significance or waterfront location.

In addition to the parkland described in the Official Plan, there are two types of additional open space proposed or existing in the Town:

1. **Village Squares:** Include smaller, urban open spaces and are typically less than 1.2 hectares. Currently only a small number of these parks exist within the Town. The Guidelines recommend opportunities to integrate more Village Squares throughout neighbourhoods.

2. **Cemeteries:** Includes existing cemeteries (St. Peter's Cemetery, St. Michael's Cemetery, Union Cemetery), as well any future cemeteries.

Open spaces should be designed to connect to and enhance the Natural Environment component of the Greenlands System. The open space component should be easily accessible by public transit, and should have strong public exposure and access through the alignment of public streets and building frontages.

Victoria Park is one of the many parks that comprise the Greenlands System (source: www.cobourg.ca).

Rotary Waterfront Park provides year-round activity with a public ice skating rink (source: www.cobourg.ca).

3.2.3.1 Local Parks

Local Parks in the Town of Cobourg include active parks with sports fields, such as James J. Tracey Park and Morley Cane Park, and passive parks with trails and playground facilities, such as Peace Park.

These parks enhance the structure and identity of the neighbourhood by providing a variety of outdoor recreational experiences.

Opportunities to include new Local Parks within the urban boundary are somewhat limited, but may be accommodated in newly developing areas, or in areas that were formally public lands (i.e. former school yards). Additional green space in existing areas will likely be in the form of new Village Squares described on the following page. Where new Local Parks are proposed, the following guidelines apply.

Design Guidelines:

a. A minimum of 50 percent of the park perimeter (100 percent is more desirable) should be bounded by a combination of roads and open space to maximize public access or, at a minimum, allow significant views of the feature or facility.

b. Where possible, playground surfaces and park equipment should consider the use of recycled materials as an alternative option to the pea gravel that is currently used.

c. Community Gardens may be located within Local Parks as a valuable recreation activity that can contribute to community development, environmental awareness, positive social interaction and community education.

d. Playground facilities should feature equipment that is designed using the principles of universal design.

e. Playground facilities should be designed to maximize view lines to children's play areas from the street and adjacent public areas.

f. Bicycle storage facilities should be considered at all Local Parks.

Local Parks should contain creative playground apparatus, sports fields and recreation facilities for people of all ages. The playground at Peace Park is an example (source: www.cobourg.ca).

Playground equipment should be universally designed to enable access for all children (source: http://www.pinetreesociety.org/images/TomMorganTrainFireTruckPlayground022.jpg).

3.2.3.2 Village Squares

Village Squares provide passive open space areas which are accessible within a five minute walk of most homes and serve as focal points within neighbourhoods. They should be integrated within the centre of new residential development or redeveloped residential areas, and should be connected with the other components of the Greenlands System to create an active recreational trail system.

The design of Village Squares should be easily maintained, and should reflect the needs of users of all ages and abilities. They should include, at a minimum:

- places to sit and socialize;
- rest areas for elderly residents;
- dedicated play areas for children of all ages; and,
- a significant tree canopy for shade and drainage benefits.

Design Guidelines:

a. Village Squares should be approximately 0.4-0.8 hectares in size.

b. Village Squares should contribute to the structure and identity of neighbourhoods through their central location, exposure, and access to facilities for all ages. Opportunities should be explored to promote local themes or historic connections.

c. To enhance safety through casual surveillance, Village Squares should be designed with significant public exposure and access by surrounding the Square with streets. Another option is to front dwellings directly on to the Village Square on one side.

d. Village Squares should include a variety of passive recreational facilities including: open space for informal sports, sitting and rest areas, community gardens and children's play equipment.

Village Squares, such as Barn Park in New Amherst, provide passive open space areas which are intended to serve as focal points within the centre of neighbourhoods.

3.2.3.3 Cemeteries

The Town of Cobourg has three cemeteries: St. Peter's Cemetery at Elgin Street and Ontario Street, St. Michael's Cemetery on the west side of Burnham Street and Union Cemetery on Elgin Street east of Division Street. Cemeteries provide a unique sense of local and cultural heritage and enhance connections as they provide a passive extension of the Greenlands System. Ensuring these cemeteries, and all future cemeteries, are accessible to the local community will limit vandalism and increase safety providing their use remains respectful of their contemplative and sensitive role within the community.

Design Guidelines:

a. Public access to cemeteries is encouraged for passive activities including strolling, jogging and cycling along major pathways. Public access should be respectful of cemeteries as contemplative and sensitive areas.

b. The use of cemeteries for public cultural and educational opportunities including arboretums, public art and education should be encouraged.

c. Cemetery edges that require fencing should generally be enclosed with "transparent" fencing such as wrought iron or painted metal to permit views into the cemetery from the public street.

d. Multiple entrances should be located on all publicly accessible sides of the cemetery to increase opportunities for public access.

The use of cemeteries for public art should be encouraged.

St. Peter's (above), St. Michael's and Union Cemeteries should be integrated into the Greenlands System through the development of connecting trails.

3.3 STORMWATER MANAGEMENT

Stormwater Management (SWM) facilities should be publicly accessible and integrated as part of the open space component of the Greenlands System throughout the Town of Cobourg. SWM facilities can be designed to combine their function with amenities for residents and the local community.

Design Guidelines:

a. To promote SWM facilities as an important and desirable component of the Greenlands System, street and block patterns should enhance views and access through street frontage wherever possible.

b. SWM facilities should be designed as positive visual features and incorporate an arrangement of formal planting, seating and paths that do not interfere with their function.

c. The design of ponds should avoid fencing in order to promote public access and surveillance opportunities.

d. Public education displays could be used to increase public awareness and appreciation of the local environment.

e. Planting within SWM facilities should be compatible with the adjacent natural areas.

f. Managing access to the perimeter of ponds should be provided on a site-by-site basis through a combination of pond edge treatments. Shallow slopes should be considered for direct access areas and overlooks with

Stormwater facilities should contribute to their role as accessible open space amenities.

Public access through trails and boardwalks will encourage the use and enjoyment of stormwater management ponds.

railings or densely planted areas should be applied to discourage direct access, where appropriate.

g. A hierarchy of design treatments should be developed to address the various conditions of pond design and locations including urbanized edges.

h. The water level in stormwater management ponds is designed to fluctuate in response to storm events and therefore accessibility under these circumstances may need to be limited (i.e. through dense landscaping).

i. Where feasible, provide sitting areas with pathway connections at SWM pond edges to encourage public safety through frequent use and surveillance opportunities of these areas.

j. The urbanization of stormwater management ponds will be considered within the Town of Cobourg based on the context and abutting land uses, such as within the Downtown Area and along Arterial Roads.

k. The use of paved edges for the function of creating a positive community amenity must be designed to minimize any impacts on the Greenlands System or the pond's form and function.

l. Edges of stormwater ponds abutting the Greenlands System should remain naturalized.

m. Urbanized stormwater management ponds must maintain appropriate targets for water quality, erosion and flood storage.

Where stormwater management ponds are adjacent to the Greenlands System, they should remain naturalized.

3.4 STREETS AND STREETSCAPES

3.4.1 Hierarchy and Treatments

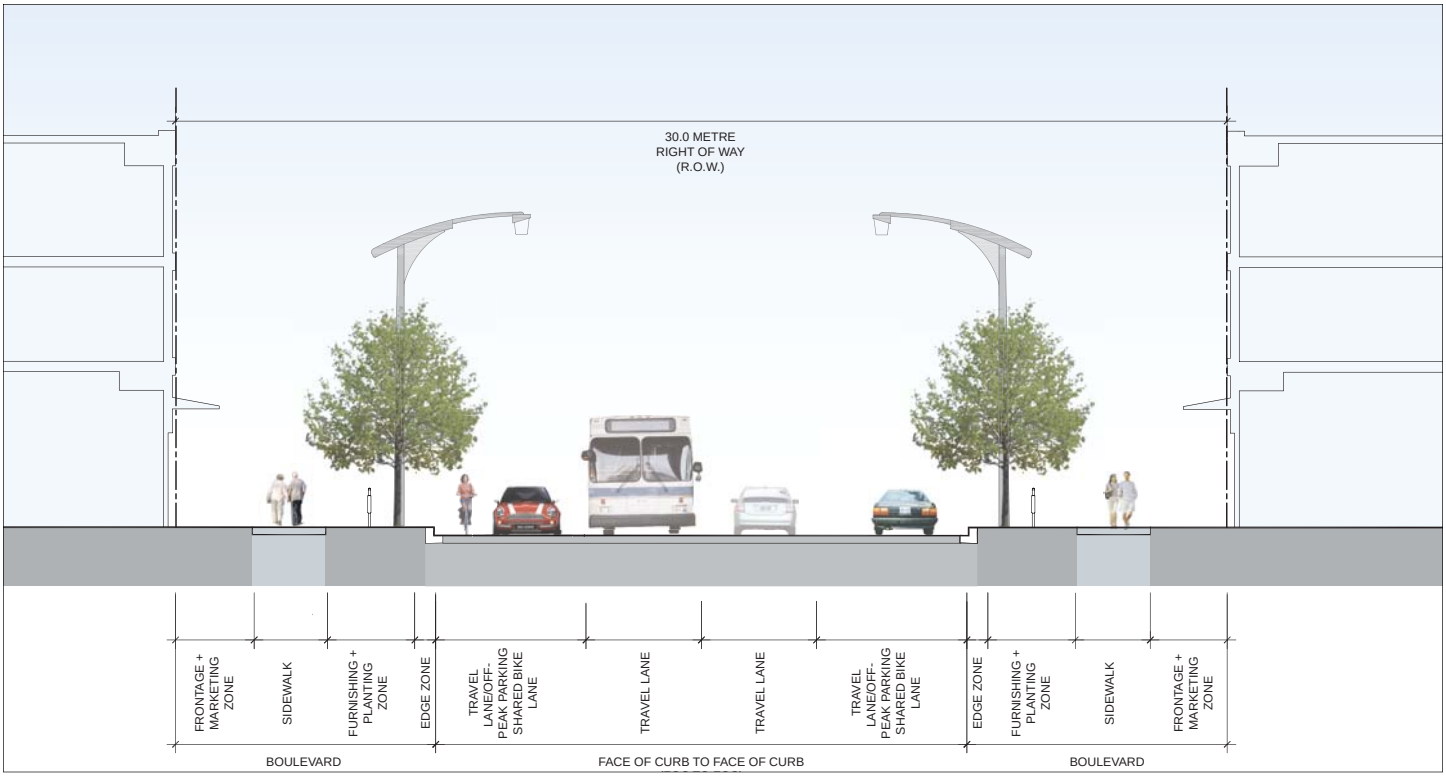
The street network in the Town of Cobourg is comprised of Arterial Roads, Collector Roads and Local Roads as well as lanes. While these streets serve an important functional role in the movement of goods through the Town of Cobourg, it is important to ensure they evolve to support active transportation, including pedestrians, cyclists and transit users.

3.4.1.1 Arterial Roads

Arterial Roads are high capacity transportation roads that serve as major gateways into the Town of Cobourg. Examples include Elgin Street, King Street, Ontario Street, Burnham Street and Division Street. While these streets serve an important transportation role in the community, as the Town evolves, Arterial Roads should transition to a more urban character and include a high level of design in the pedestrian realm. This includes buildings with densities supportive of transit and alternative modes of transportation (such as cycling), and the provision of well landscaped, pedestrian-oriented boulevards.

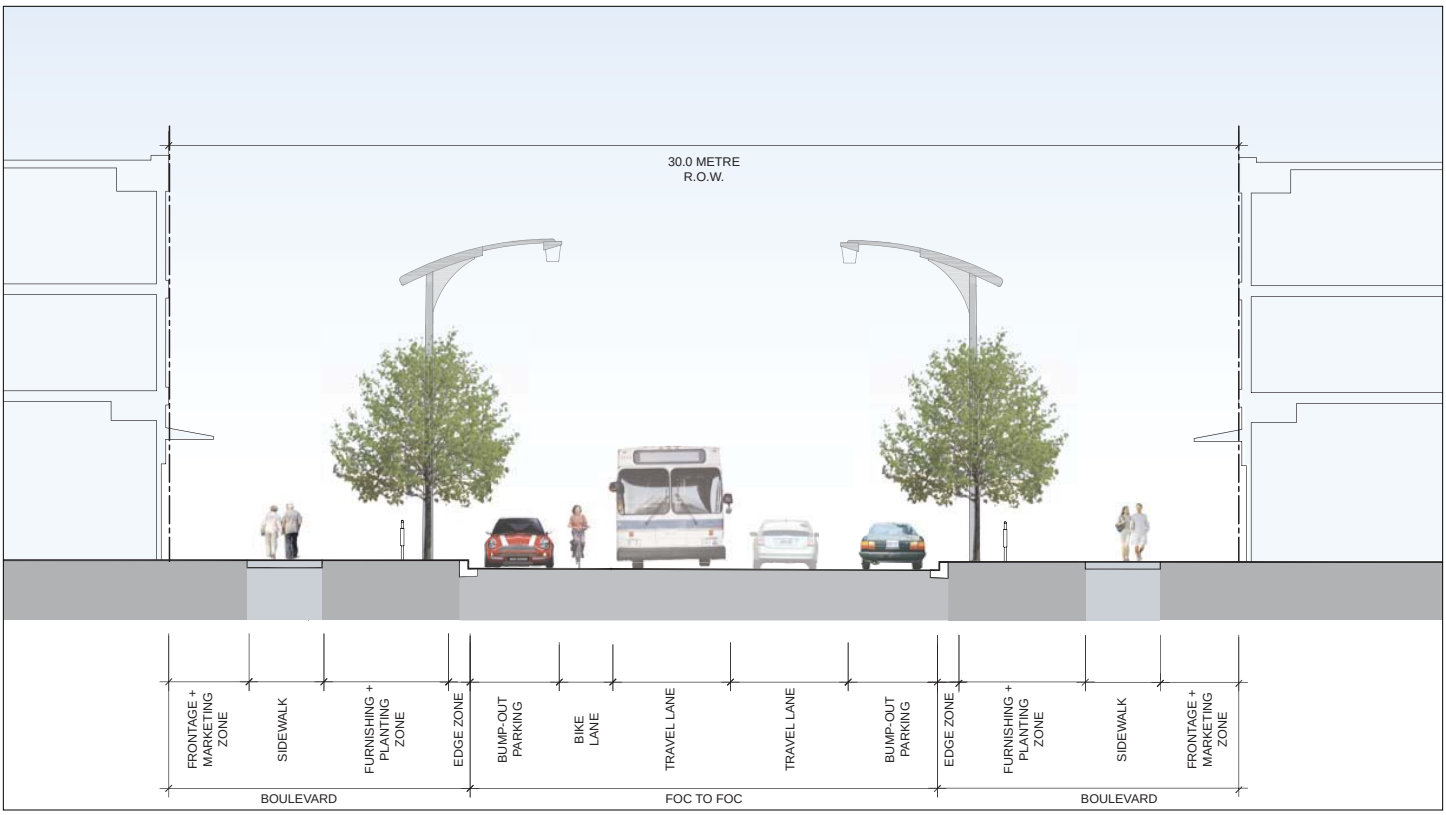
To ensure a functional/urban design balance between the boulevard and street pavement, Arterial Roads should be designed to include wide sidewalks, street trees, consistent paving, lighting and public art where appropriate.

Arterial Roads should have an urban character, including transit supportive densities and pedestrian oriented boulevards.



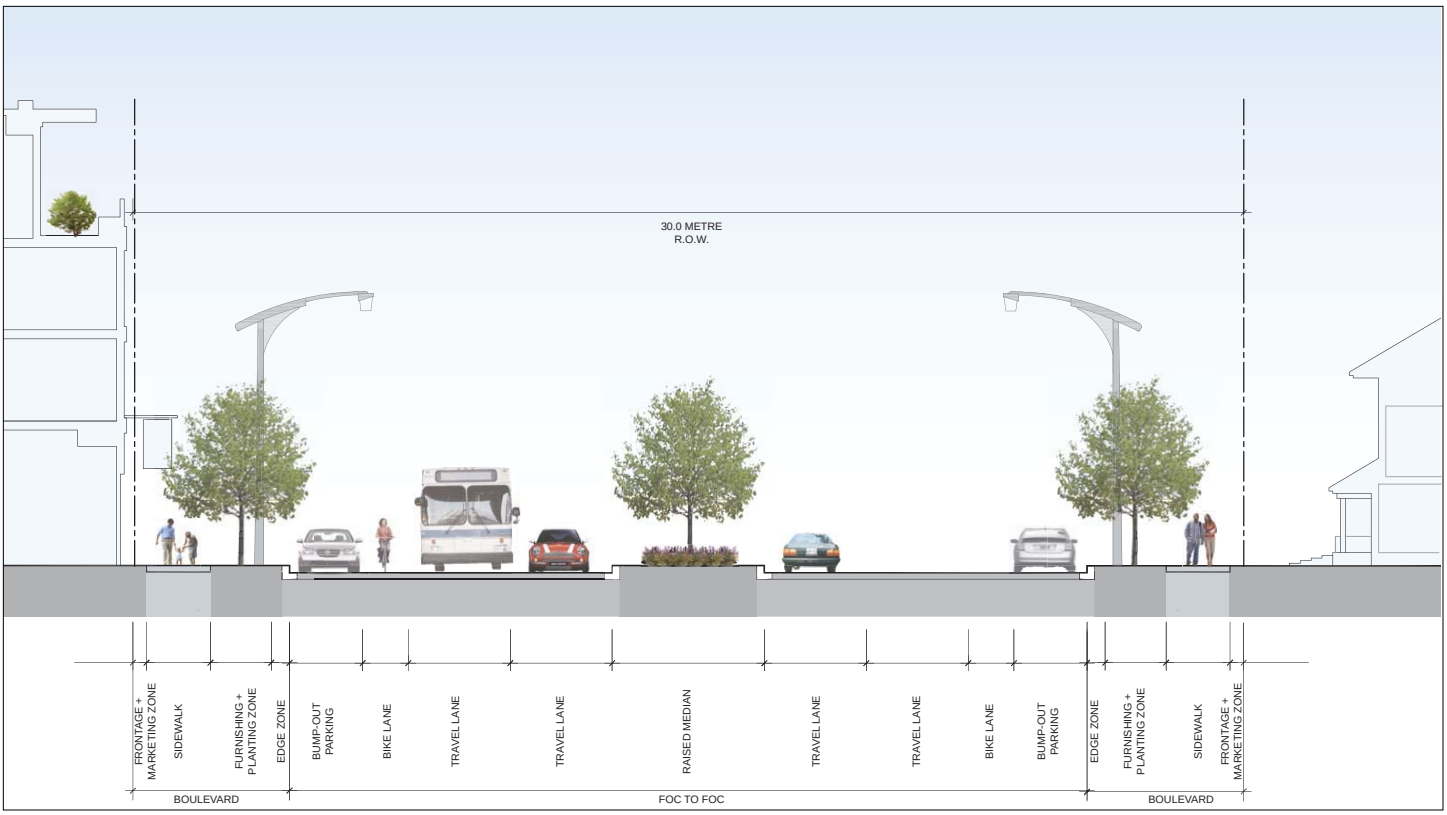
Sample drawing of a mixed use 4-lane Arterial Road with shared bike lanes and enhanced streetscape treatments.

Arterial Roads should balance pedestrian oriented streetscapes with the functional requirements of the road, including parking and the movement of goods.



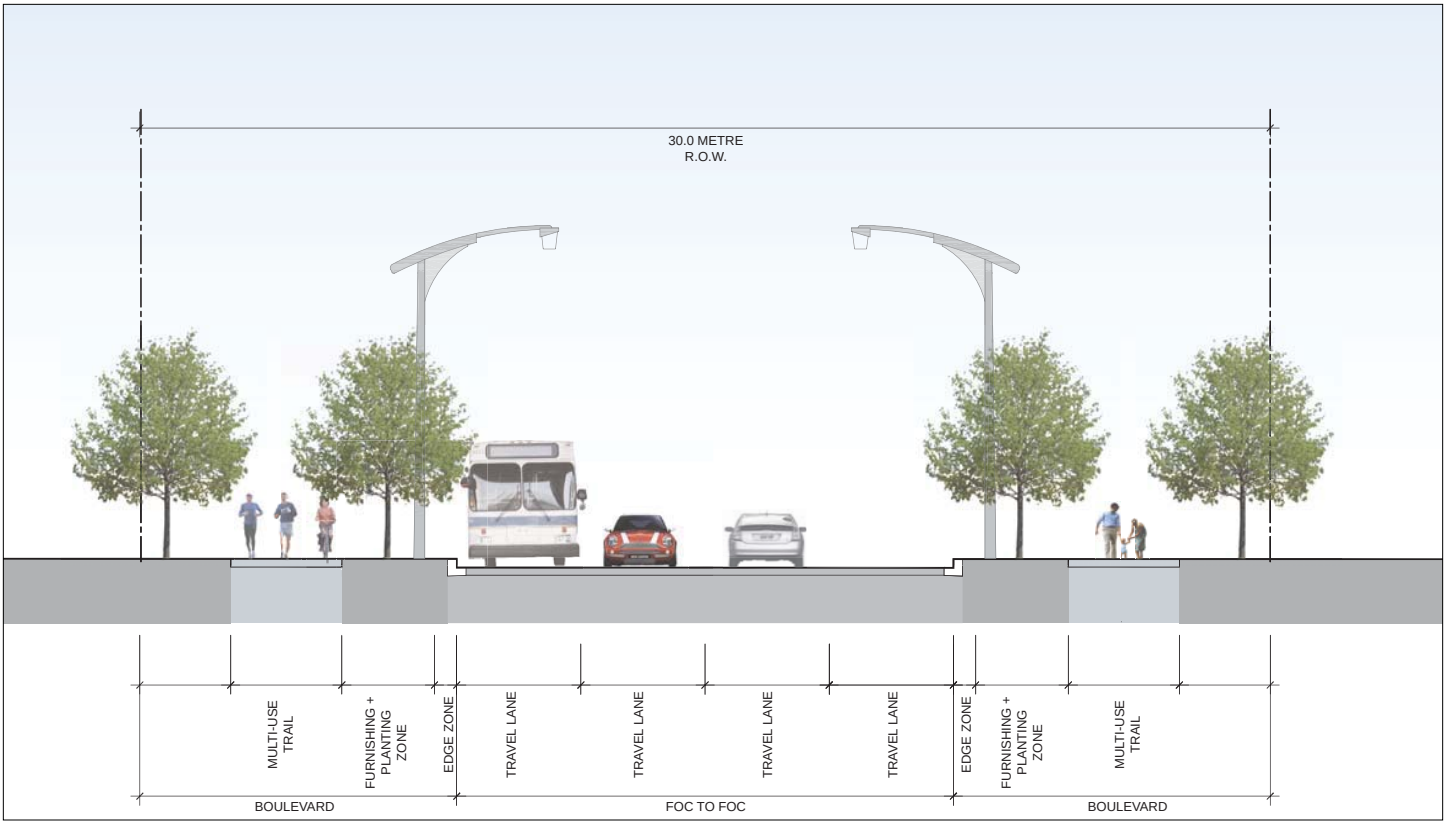
Sample drawing of a mixed use 2-lane Arterial Road with bump-out parking in each direction, a bike lane and enhanced streetscape treatments.

As the Town of Cobourg evolves, Arterial Roads should ultimately transition to a more urban character.



Sample drawing of a 4-lane mixed use Arterial Road with a central median, bump-out parking and bike lanes in each direction.

Multi-use trails adjacent to Arterial Roads can provide connections between elements of the Greenlands System and other important areas in the Town of Cobourg.



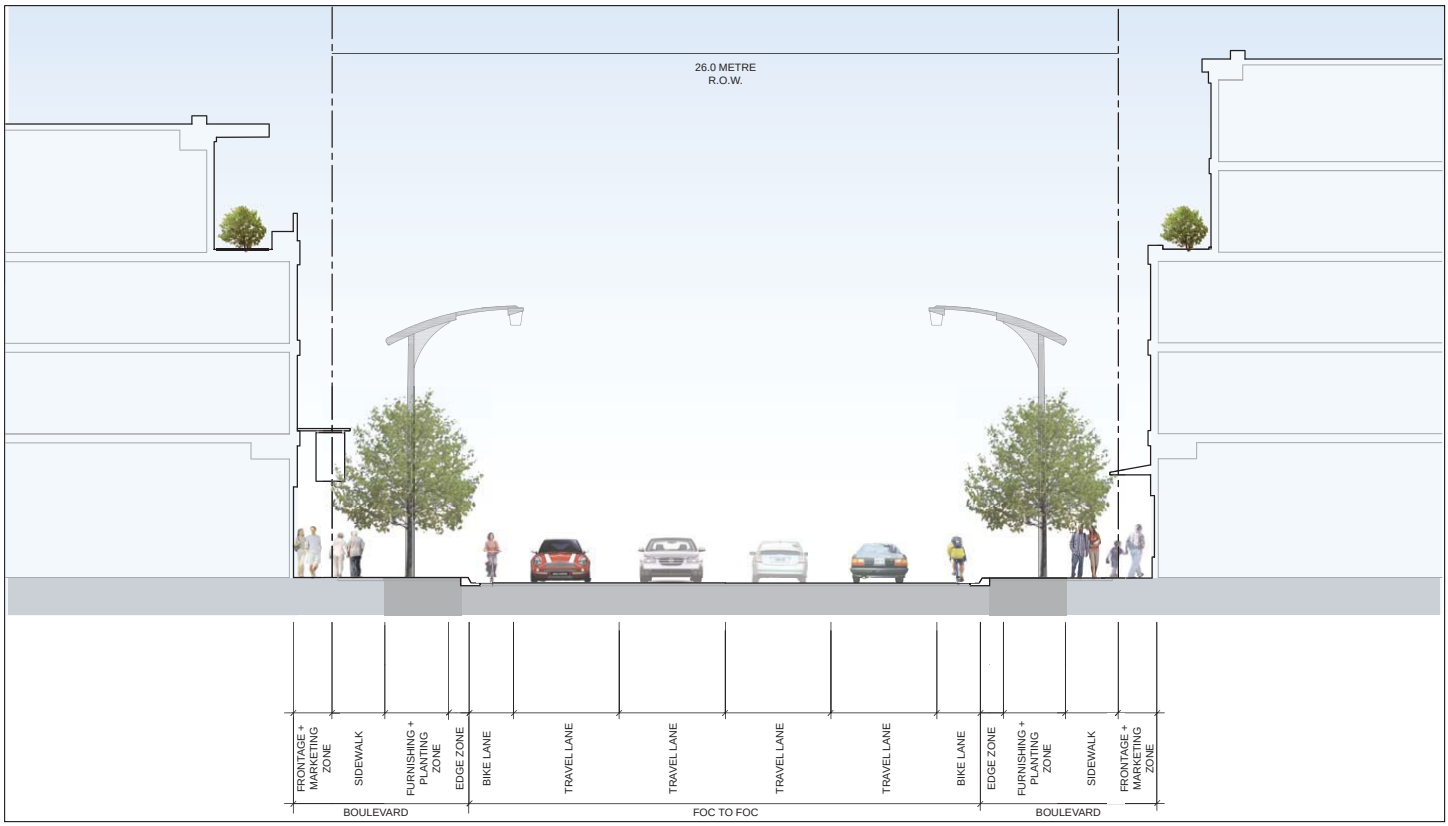
Sample drawing of a typical 4-lane Arterial Road adjacent to the Greenlands System, with multi-use trails in each direction.

3.4.1.2 Collector Roads

Collector Roads are medium capacity transportation roads that connect neighbourhoods, provide connections within neighbourhoods and provide access to the Downtown and the Greenlands System. Examples of Collector Roads in the Town of Cobourg include University Avenue, D'Arcy Street and Brook Road North.

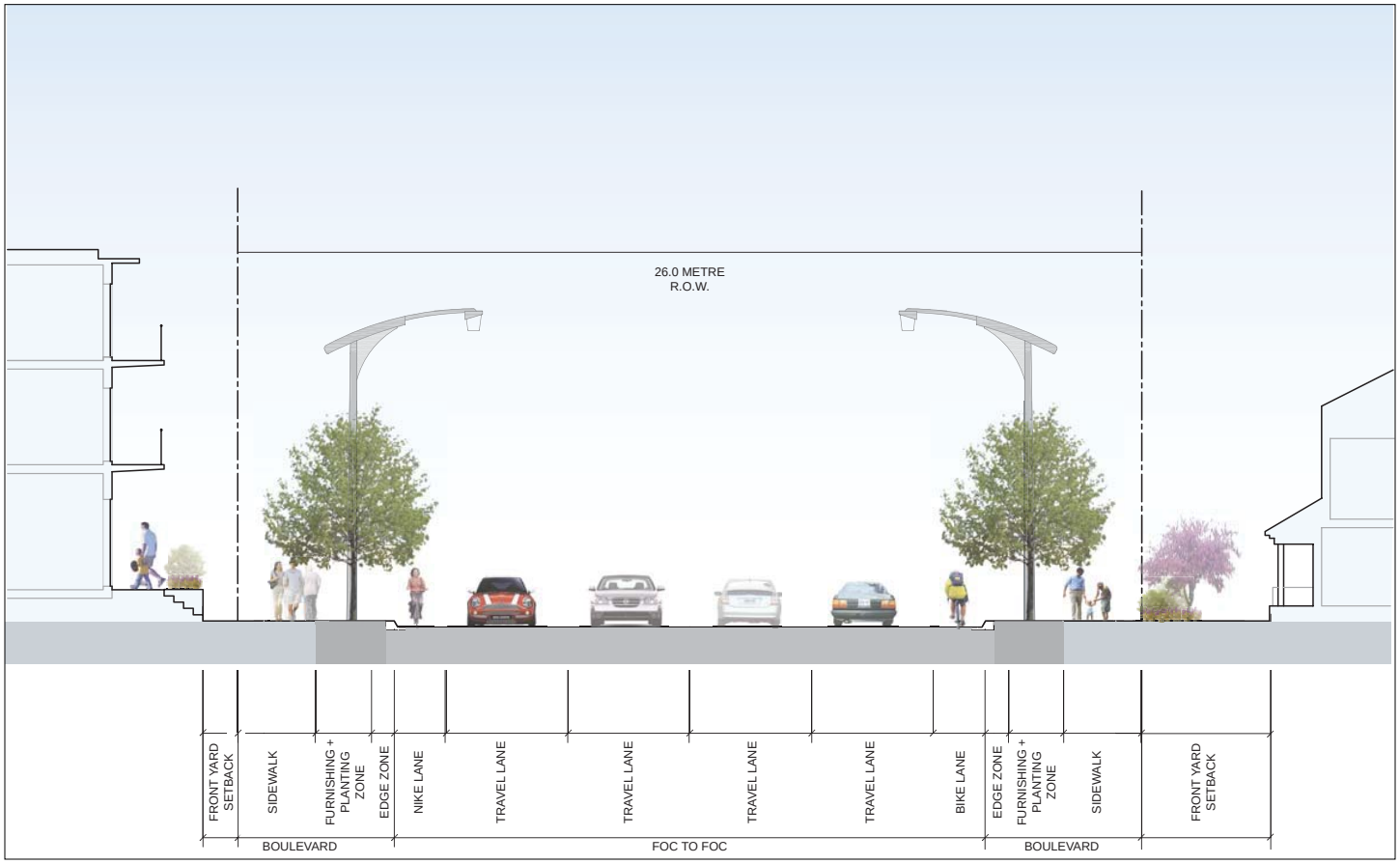
Collector Roads will have a higher level of design than Local Roads through the integration of boulevards that include wide sidewalks on both sides, consistent paving, lighting and public art where appropriate.

Development on Collector Roads should be close to the street to create an urban character and should include enhanced boulevard treatments such as wide sidewalks, landscaping and public art.



Sample drawing of a typical 4-lane mixed use Collector Road with bike lanes in each direction and enhanced streetscape treatments.

In residential areas, the boulevard of Collector Roads should be wide enough to accommodate sidewalks and a planting zone. Front yard setbacks should be provided to accommodate landscaping and enhance privacy for ground floor units.



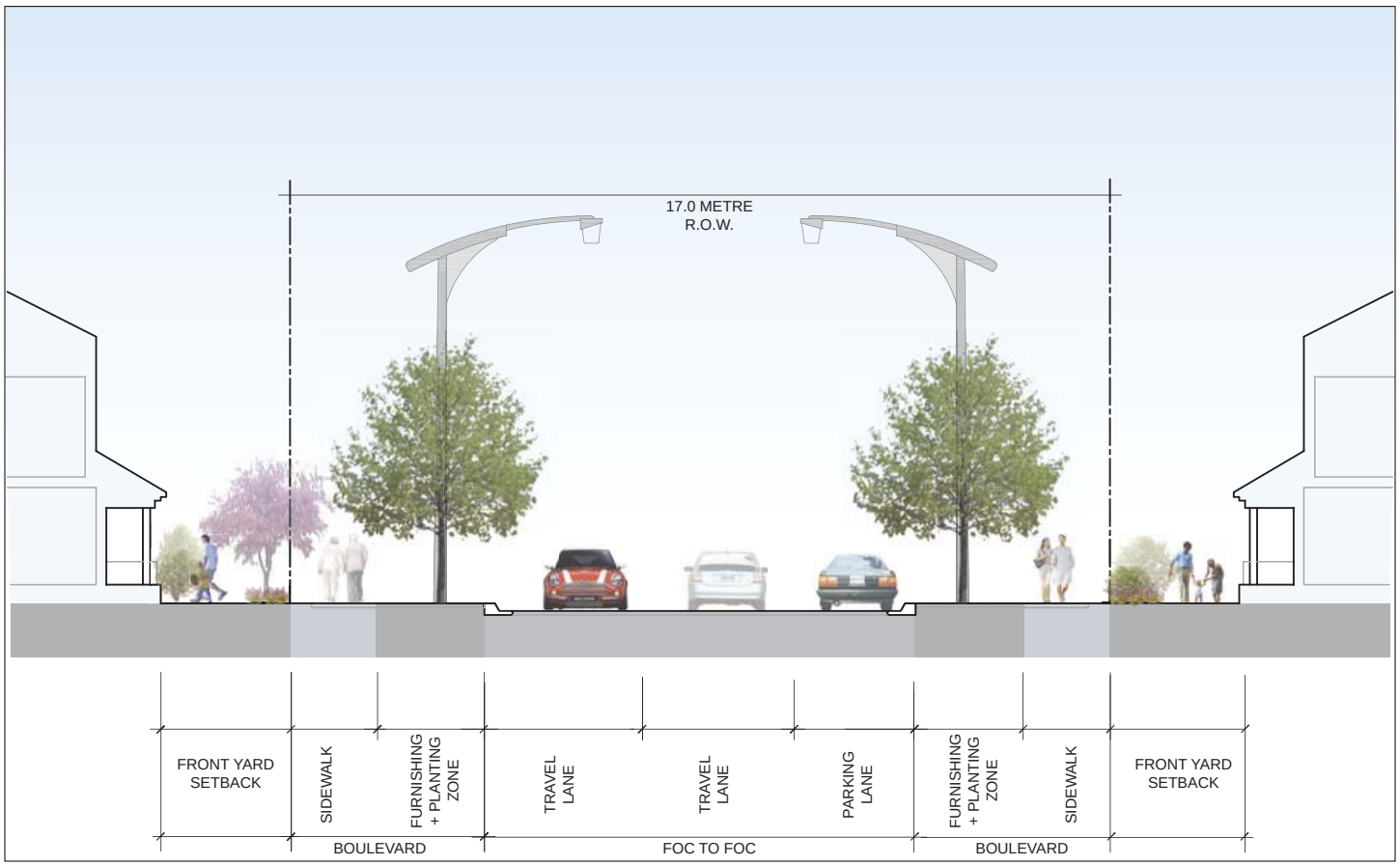
Sample drawing of a typical 4-lane residential Collector Road with bike lanes in each direction and varying setbacks.

3.4.1.3 Local Roads

Examples of Local Roads within the Town of Cobourg include George Street and James Street.

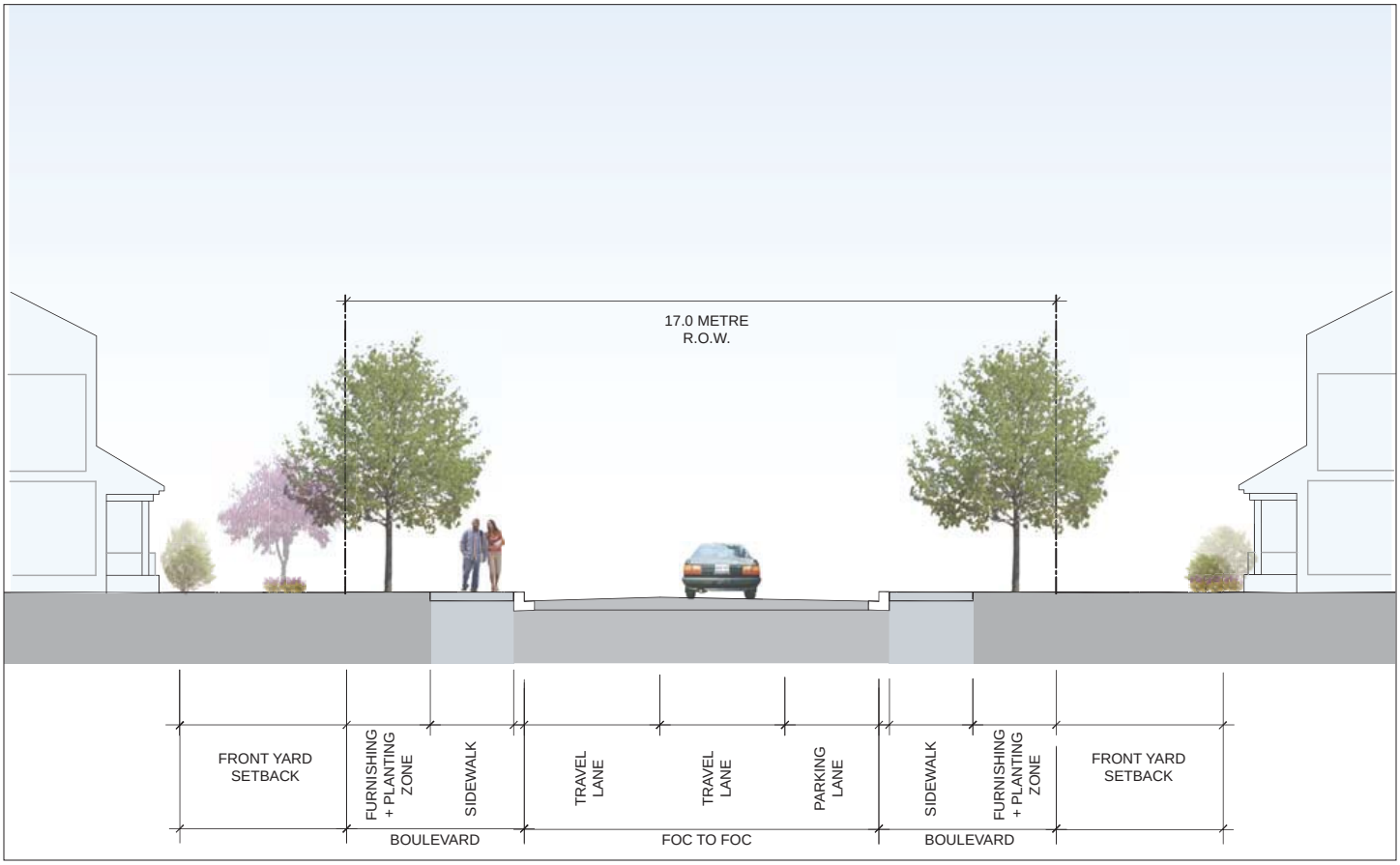
Similar to the earliest areas of the Town where the local road pattern is compact and well-connected, new local streets should promote a similar pattern for efficient walking, cycling and transit access. More recently, existing local street patterns, for example north of the railway, are wider, less continuous and result in residential enclaves of looped roads and cul-de-sacs and are therefore less conducive to well connected neighbourhoods. Local Roads should also allow for mature tree growth in a planted boulevard adjacent to the road or sidewalk within the public right-of-way.

Local Roads should provide a planted boulevard, either adjacent to the curb or the sidewalk, to allow for the growth of mature trees.



Sample drawing of a typical 2-lane Local Road with a single parking lane and sidewalks adjacent to the property lines.

Local Roads should be compact and well-connected to accommodate walking, cycling and transit. An on-street parking lane provides a buffer between pedestrian and vehicle traffic and reduces the width of the pavement and therefore, the speed of the vehicles.



Sample drawing of a typical 2-lane Local Road with a single parking lane and sidewalks adjacent to the curb.

3.4.1.4 Special Streets

Albert Street serves a unique function in the Town of Cobourg. Located in the centre of the Downtown Area, adjacent to and just south of King Street West, Albert Street is the predominant east-west connection between the Downtown Area and Harbour Area. This unique street provides access to and compelling views of the Harbour Area (i.e. Rotary Park, the Cobourg Beach and Marina) as well as the Downtown Area (i.e. Victoria Hall, local shops).

Albert Street should be subject to a special study to develop unique standards to reflect such a unique and valuable location.

A view from Third Street demonstrating the sightlines along Albert Street, between Victoria Hall and the Waterfront (Source: Marty Rokos, map above: www.google.ca/maps)

3.4.1.5 Role of "Green Streets"

Green, tree-lined streets are a feature of Cobourg and new streets should be designed to reflect that character. It is important that tree planting allows for mature and healthy growth for a variety of species.

Trees provide shade and comfort to pedestrians and enhance the visual and environmental qualities of the street. Trees should be incorporated into all street design. Tree species that are native to the Town of Cobourg should be used to promote long-term survival and to prevent disease.

The following list represents a recommended, but not complete, selection of possible species.

Main Streets & Special Areas:

- Armstrong Maple (Acer freemanii 'Armstrong')
- Maidenhair Tree (Ginkgo biloba)
- Shademaster Honey Locust (Gleditsia triacanthos var. inermis 'Shademaster')
- Little Leaf Linden (Tilia cordata)
- Green Vase Zelkova (Zelkova serrata 'Green Vase')

Special Areas, Parks and Plaza:

Ornamental:

- Serviceberry (Amelanchier Canadensis)
- Ornamental Pear (Pyrus calleryana 'Redspire')
- Amur maple (Acer ginnala)

Shade:

- Red Maple (Acer rubrum)
- Basswood (Tila americana)
- Red Oak (Quercus rubra)
- Sugar Maple (Acer saccharum)
- Silver Maple (Acer saccharinum)

Design Guidelines:

a. Street trees and landscaping should be locally adapted species. Plants that grow naturally in the Town of Cobourg are adapted to the local climate and soil conditions and can survive with minimum upkeep, use of fertilizer, pesticide or irrigation.

b. Where possible, soil infrastructure should be improved on boulevards where trees will be planted. This will ensure the long term health of the tree and benefits to the community.

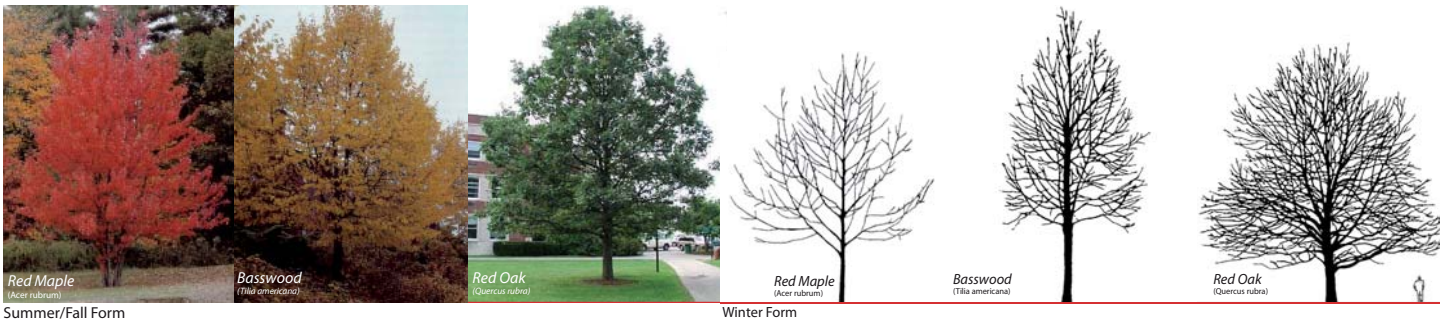
c. Street trees should generally be located within the boulevard and should be offset a minimum of 1.5 metres from the curb to accommodate snow storage, large vehicle movements and minimize salt damage. However, where this is not possible, street trees should be located between the sidewalk and the public right-of-way.

d. Trees should be spaced consistently at 6.0 to 9.0 metre intervals based on mature size. Appropriate clearances from utility boxes, street lights and sight triangles should be considered.

e. Careful consideration should be given to the type and location of trees to ensure that higher branching trees are positioned to ensure there is no interference with large vehicles such as trucks. Sight lines should also be considered in the location of trees planted at intersections.

f. Existing street trees should be preserved wherever possible, as mature street trees create a greater sense of enclosure along roads. If existing street trees die, they shall be replanted with trees that will grow to be comparable in size.

g. The planting of infill trees where the rhythm of existing trees is interrupted along existing streets, and in



Summer/Fall Form

Winter Form

Landscape planting material should be considered for all season appeal.

heritage areas, should be implemented. These trees should be of a similar or compatible species, and in heritage areas, should match the traditional species and placement.

h. Local street pavement widths (from curb to curb) should be minimized to reduce impervious surfaces and stormwater runoff and to maximize boulevard areas (from curb edge to building face) for future planting.

i. Bioswales are a viable approach for maximizing water infiltration and cleansing runoff and should be incorporated into the design of roads and parking lots. Where visible, formalized bioswales are recommended along Arterial and Collector Roads while naturalized bioswales may be considered on Local Roads.

j. Utilities should be located on one side of the road to help create more favorable growing conditions for trees.

k. Engineered soils and new planting techniques are encouraged when planting in hard surface areas (i.e. parking areas) to maximize soil availability.

Bioswales can be used to maximize water infiltration and should be incorporated into the design of streets.

Street trees in residential areas provide shade on the sidewalk and high amenity value to the streetscape.

3.4.1.6 Sidewalks - Mixed Use & Commercial Areas

Sidewalks are important community places that should accommodate the safe movement of pedestrians, but also provide areas for social interaction.

Mixed Use/Corridor Areas and Commercial Area sidewalks are typically wider, accommodating the highest number of pedestrians, a variety of commercial activities and street amenities (street trees, lighting, bike parking, seating, etc.).

Design Guidelines:

a. The boulevard (between curb edge and building face) in the Mixed Use/Corridor Areas and Commercial Areas should be a minimum width of 4.0 metres and be comprised of a 1.5 metre wide walkway and 2.5 metre wide boulevard that is constructed of a hard paved surface and/or landscaping.

b. Sidewalks should be constructed of a solid, stable and textured material such as concrete. The pavement base should be significant to minimize heaving and damage by tree roots. Higher quality treatments for curbs, such as granite, which can be removed, maintained and replaced during reconstruction, should be considered for improved maintenance in key areas such as downtown or historic areas.

c. At corners, consideration should be given to the widening of boulevards to provide enhanced sidewalk conditions that include decorative planting areas, seating areas, increased sight lines, universal design markings and other amenities (i.e. fountain, public art).

d. Sidewalks should be coordinated with the design of feature paving across boulevards, intersections, crosswalks and driveways to ensure visibility and accessibility of the pedestrian network.

e. Street trees should be located within the paved boulevard and planted in an adequate pit under a metal grille.

f. Sidewalks should connect with adjoining recreational trail networks, wherever possible.

g. Porous surfaces should be considered for sidewalks especially when adjacent to parks and open spaces.

h. All sidewalks shall be barrier-free. Sidewalk clutter (e.g. newspaper boxes, signage, etc.), should be minimized to enable safe and efficient movement of pedestrians (including strollers, wheel-chairs, etc.).

i. For sidewalks on busy main streets, textured edges and sound assisted crosswalks should be considered to assist the visually impaired.

j. As provincially mandated, curb ramps should be used to provide assistance to persons with disabilities, as well as providing a proper transition between the road surface and top-of-curb at pedestrian sidewalk corners.

Curb bump-outs maximize pedestrian space, reduce crossing distances and eliminate illegal parking near intersections (source: Pat Baily and Sharon Latham).

Textured paving on the parking lane on this Québec City sidewalk helps to visually extend the pedestrian realm.

3.4.1.7 Sidewalks - Residential

Sidewalks are recommended on both sides of streets within residential areas and should ensure barrier free access within and between neighbourhoods and commercial areas.

Design Guidelines:

a. Residential area sidewalks should be a minimum of 1.5 metres wide and be provided on both sides of all residential streets.

b. The design of sidewalks should be coordinated with intersecting driveways and private pedestrian walkways.

c. All sidewalks shall be barrier-free.

d. Generally, the sidewalk surface should be constructed of poured concrete, however unit paving may be used as an edge condition on the sidewalk to provide opportunities for variation and visual interest.

e. Street trees are generally recommended to be planted back from the sidewalk (i.e. away from the roadway) to prevent damage from salts and confined soil area and to promote mature growth. However, street trees may be planted within a landscaped boulevard (minimum 2.5 metres wide) beside the curb edge.

Street trees may be planted where a wide landscape boulevard abuts the curb edge.

3.4.1.8 Crosswalks and Intersections

Crosswalks ensure continuity of the sidewalk network. Carefully designed crosswalks must be provided to enhance access for pedestrians.

Design Guidelines:

a. Crosswalks should be continuous and connected to adjacent sidewalks.

b. Universal access should be provided at all crosswalks, including special surface treatments to facilitate access for the visually impaired.

c. Crosswalks should be clearly designated for safety, with appropriate surface markings or variation in construction material and signs.

d. Areas with high pedestrian traffic, such as the Mixed Use/Corridor Area, should use feature paving or other markings, and should have pedestrian priority signalization, to reinforce pedestrian priority.

e. Streetscape design should take into account the geometry of streets and their sightlines. Transit shelters, signs, trees and other visual obstructions should be located to ensure they do not obstruct driver visibility and create unsafe conditions at intersections.

Crosswalks should be designated for safety, with appropriate surface markings or variation in construction material.

3.4.1.9 Gateways

In October, 2001, Marshall Macklin Monaghan Limited prepared the Town of Cobourg Gateway Guidelines recognizing eight key Gateway Precincts:

- Burnham Street/Elgin Street West/William Street
- Highway 401/Burnham Street
- Cobourg Marina
- Railway Station
- King Street East/Town Line
- West Gateway on Elgin Street West
- East Gateway on Danforth Road

Please refer to this document for general guidelines, as well as specific guidelines for each of the Gateway Precincts.

The large clock tower acts as a gateway feature in New Amherst.

3.4.2 Pedestrian and Bicycle Circulation

Encouraging alternative modes of transportation throughout the Town of Cobourg will promote healthy lifestyles and support a variety of land uses. Good circulation supports mixed land use and a concentrated population, reducing auto dependency and supporting local goods and businesses.

The Town of Cobourg already has a number of pedestrian trails, including the Lake Ontario Waterfront Trail. An extensive system of recreational trails will build on the existing trails, providing efficient connections throughout the Greenlands System and along designated right-of-ways.

3.4.2.1 Trail Design

The development of a trail system is an integral part of the Greenlands System. A trail system links the community and individual components together, providing pedestrians and cyclists with direct connections throughout the Town of Cobourg. The trail system will establish connections between Residential Areas, Mixed Use/Corridor Areas and Employment Areas as well as the Greenlands System, schools and other destinations.

Design Guidelines:

a. Recreational trails on streets and within the Greenlands System should be planned in a coordinated manner to connect to existing and proposed trails in other parts of the Town of Cobourg, such as Lake Ontario's Waterfront Trail, which extends along the Cobourg Waterfront.

b. The design of the recreational trails should reflect the function and nature of the type of open space it occupies. Trails designed for use by utilitarian cyclists should be a minimum of 3.0 metres wide to allow for two way cyclist and/or pedestrian passage.

c. Lighting on trails should be determined on a case-by-case basis, particularly where lighting may disturb natural habitats, have high maintenance costs or where trails at night may be unsafe.

d. Trails should be accessible and visible from the public street or other public areas to enhance safety.

Two-way trails designed for use by cyclists should be a minimum of 3.0 metres wide.

Trails in the Town of Cobourg, such as this one through Peace Park, should form a linked network throughout the Greenlands System (source: www.cobourg.ca).

3.4.3 Mixed Use/Commercial Street Furniture

Street furniture, including benches, bicycle racks, waste receptacles, light poles and bollards should have a consistent style to promote a pedestrian orientation on mixed use/commercial streets. Village Squares, Local Parks and other outdoor public spaces should also be considered as locations for these elements. A unified palette of street furniture helps distinguish key public and Mixed Use/Corridor Areas and reinforces the significance of the heritage downtown and waterfront in the Town of Cobourg.

Design Guidelines:

a. Street furnishings should have a consistent theme and should provide a unified streetscape appearance.

b. A palette of street furniture should be selected based on suitability, durability, ease of maintenance, compatibility with Cobourg's climate, cost effectiveness and sustainability.

c. The palette of street furniture can vary by location and should be chosen based on the setting, such as the Harbour or Downtown, but should generally be consistent throughout the Town.

d. Street furniture should be placed to not impede pedestrian circulation, emergency vehicles and snow removal.

Street furnishings should be placed in locations that do not obstruct pedestrian or vehicular circulation.

A full range of pedestrian amenities should be provided on sidewalks in the Mixed Use/Corridor Area and Commercial Areas.

3.4.3.1 Transit Shelters

Properly designed transit shelters should be easily accessible, provide a safe and comfortable environment for pedestrians waiting for transit and should promote transit use throughout the Town of Cobourg.

Design Guidelines:

a. Sidewalks should connect directly to transit shelters to encourage active transit use and ensure safety and convenience.

b. Transit stops should be located near major intersections, activity nodes, downtown streets, Employment Areas and all major components of the Greenlands System (i.e. natural areas, local parks, village squares).

c. Building entrances should be coordinated with the location of transit stops.

d. Near-side stops (before an intersection) are encouraged for safety and efficiency.

e. Transit stops may be located near fire hydrants to minimize impact on on-street parking so long as the placement does not impact the operation of transit vehicles.

f. Transit shelters should provide for weather protection, with sufficient shelter for 8-10 people.

g. Transit shelters should be designed for comfort, safety and where feasible, route information.

h. Transit shelters should be located between 1.0 metre and 3.0 metres from the curb and transit vehicle entrance to promote sheltered access, particularly in inclement weather.

i. Transit shelters should be barrier-free and located to enhance pedestrian circulation.

The City of Toronto's new transit shelters are weather protected, well lit, and provide seating and route information.

3.4.3.2 Seating

Seating should be placed in areas that will have the most pedestrian use, such as heavily travelled sidewalks and intersections, parks, adjacent to building entrances and near transit shelters.

Seating should be oriented to buffer the impact of traffic and to provide comfort and promote social engagement. In the Mixed Use/Corridor Area and on mixed use/commercial streets, raised planters may double as a seat wall.

Seating should be located in areas with high pedestrian activity, such as King Street, but should be placed to not interfere with pedestrian movement (source: Pat Bailey and Sharon Latham).

These benches in the Town of Cobourg are part of a consistent selection of street furniture, including the bollards and street lights seen in the image (source: Pat Bailey and Sharon Latham).

Design Guidelines:

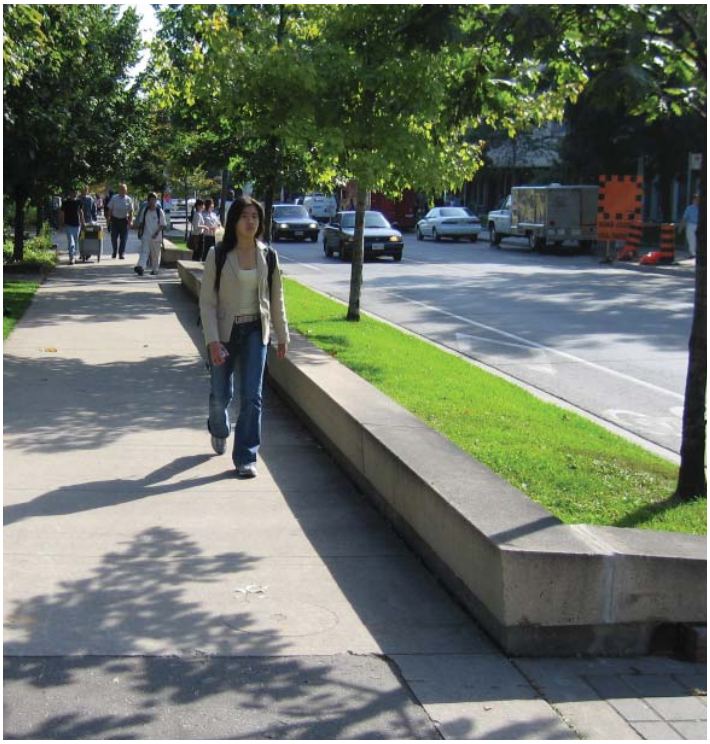
a. Regularly placed benches should be located throughout the Town of Cobourg in high pedestrian use areas like the Mixed Use/Corridor Areas, Institutional Areas and Employment Centres.

b. Benches should be sited and maintained so that they can function all year round.

c. Seating should be located to not interfere with pedestrian movement along public sidewalks.

d. Where appropriate, seating elements other than manufactured benches are encouraged. Precast concrete blocks or slabs, square cut boulders and seatwalls make interesting and durable places to sit. Raised planters located in the boulevards should be designed to provide seating along the sidewalk edge.

e. Benches should be designed to reflect their location. For example, benches at the waterfront are currently made of metal but other benches made of natural materials including wood or stone should be considered for their visual quality, seasonal comfort and durability.



Raised planters are encouraged on major roads as a buffer from traffic and an opportunity for flower and tree planting and informal seating.

3.4.3.3 Public Art

Public art is encouraged throughout the Town of Cobourg, particularly in the Mixed Use/Corridor Area, Downtown, Harbour, all public parks and key Town entry points (gateways). Public art enhances the sense of place and contributes to the overall character, culture and history of a location.

Design Guidelines:

a. Recommended public art locations include:
   - sites of cultural significance;
   - high activity areas (i.e. the waterfront and downtown, public parks, plazas, key streets and intersections, gateways, trails, courtyards, gardens and institutional or public building sites;
   - 'Corporate' business streets and roads to Employment Areas;
   - Key buildings in business park areas (i.e. head offices); and,
   - Utility corridors.

b. Public art should be site sensitive and should explore opportunities to celebrate historic events and figures of local, national and international relevance.

c. Public art pieces should be durable and easily maintained.

d. Public art should be installed at highly visible sites that provide an opportunity for casual surveillance such as views from adjacent buildings and/or public streets.

e. Sites with public art pieces should include appropriate landscaping materials that complement the piece.

f. Sites may be reserved for groupings of complementary pieces, including temporary installations.

g. Public art should, where feasible, be both physically and visually accessible and barrier free. The incorporation of universal design principles is encouraged.

This sculpture is located on King Street, Cobourg's heritage main street and prime place of business.

This statue, located on the waterfront, complements Cobourg's port history.

3.4.3.4 Lighting

Sustainable lighting practices should be implemented to reduce light pollution, conserve energy and reinforce pedestrian priority. Pedestrian-frequented areas can be emphasized by the use of pedestrian-scaled light standards or illuminated bollards.

Design Guidelines:

a. Solar power should be incorporated into the design of street lighting and transit facilities to supplement the power requirements of street infrastructure.

b. The design and location of lighting should consider the impacts of light pollution, energy efficiency and any other potential negative impacts.

c. Directional lighting is encouraged to reduce wasted energy.

d. Induction lighting, solar power, road reflectors and similar alternative lighting and energy sources are encouraged for energy efficiency. Sensors should also be used to help regulate brightness and when lights turn on and off.

e. In high pedestrian activity areas (main streets, key intersections, transit stops), where higher levels of pedestrian lighting is appropriate, pedestrian-scaled light standards are appropriate.

f. Specially designed lighting elements should be considered at gateways and on roads that lead to key areas to signify the importance of the destination.

Solar, or other sustainable lighting is encouraged in the Town of Cobourg.

Directional lighting, such as on the Cobourg Waterfront, is encouraged to reduce wasted energy.

3.4.3.5 Waste Receptacles

Waste receptacles should be located at street corners in areas of high pedestrian activity such as the downtown, main streets, park and plaza entries and transit stops. They should be coordinated with the overall street furniture palette and should include slots for recycling as well as litter.

Design Guidelines:

a. Receptacles should be located in conjunction with seating areas, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along circulation routes.

b. All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.

c. Receptacles should integrate separate slots for recyclable litter.

d. Recycling and litter receptacles should be grouped together or integrated in a single container.

e. Recycling and litter receptacle design should be wildlife proof.

f. Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.

Waste and recycling containers should be conveniently located throughout the Town of Cobourg.

Waste management should be integrated into building and site design.

3.4.3.6 Public Signs

A hierarchy of signs should be implemented uniformly throughout the Town of Cobourg. A signs strategy encompassing street signs, directional signs, commercial signs and murals should be developed.

In the long term, as the surrounding residential communities grow, the need for information kiosks may become evident. As pedestrian traffic increases throughout the Commercial and Mixed Use/Corridor Areas, these kiosks can become important sources of information for the community.

Banners can be used to enhance the identity of the Town of Cobourg and special streets/areas within it (source: Pat Bailey and Sharon Latham).

Design Guidelines:

a. A comprehensive wayfinding strategy, including mapping at key locations, such as Mixed Use/Corridor Areas, public parks and trails, should be developed.

b. Signs should be carefully located to ensure it does not impede sightlines for drivers as well as important sightlines to the waterfront.

c. Kiosks should be conveniently located in highly active pedestrian areas to attract users and provide security.

d. Information kiosks should be limited in size to minimize visual impacts while providing adequate space in which to post information.

e. Information kiosks should not impede pedestrian circulation.

f. The amount of signs incorporated into street furniture (i.e. benches with advertisements) should be limited. Small, unobstrusive plaques to indicate the source of funding for the streetscape item are acceptable.

Wayfinding and directional signs should be part of an overall, consistent wayfinding strategy.

3.4.3.7 Utilities

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of the community. New utilities, and upgrades to existing utilities, should be discreet and must be considered as an integrated component in the design of neighbourhoods and buildings.

Design Guidelines:

a. Where new services are being introduced on main streets in Commercial and Mixed Use/Corridor Areas, they should, where feasible, be located underground and in one common trench.

b. Opportunities should be identified for grouping above grade utilities in single locations where they are required (i.e. the flankage yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, stormwater management facilities, parks and other components of the open space systems.

c. Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into new buildings. Where this is not possible, utilities should be placed in discrete locations and/or screened from public view.

d. New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication boxes within the same pole are encouraged.

Streetscapes where utilities are below grade, such as Alexandria, Virgina (above) and Oakville have a higher visual quality.

3.4.4 Public Safety

Site design should protect the safety of the residents as well as the general public who may be travelling through or visiting the Town of Cobourg. Building and site design should adhere to the principles of Crime Prevention through Environmental Design (CPTED), including:

- Natural Surveillance;
- Natural Access Control;
- Territorial Reinforcement; and,
- Maintenance.

Design Guidelines:

a. Buildings and main entrances should, where possible, front on to the public street to encourage a pedestrian-orientated streetscape and maximize public surveillance of the street.

b. Ensure a clear transition between public, semi-private and private spaces to encourage users to develop a sense of ownership in frequently used spaces.

c. Sight lines between buildings along designated pedestrian walkways should be unobstructed and well lit.

d. The selection, siting and maintenance of landscape elements should consider views for safety and surveillance opportunities. In addition, landscaping should be carefully placed to limit access to potential vandalism targets (e.g. low rooftops, etc.).

e. Views between the interior of public buildings and exterior public spaces should be promoted through the location of windows and other building openings.

f. Particularly after dark, streetscapes should provide users with informed choices for alternative pedestrian routes.

g. The placement of active public institutions, such as schools and community centres, in proximity to public open spaces will promote active use and surveillance opportunities.

h. Orientation along public walkways and through public spaces should be promoted through well signed/ marked routes.

i. To reduce the need for mid-block connections, and to facilitate active transportation, blocks should be limited to a length of generally less than 250 metres.

Clear sightlines, particularly within parking areas, should be incorporated into new and existing developments.

Site and building design should promote the highest visibility including large windows, balconies, and rooftop access.

3.4.5 Universal Design (Public Realm)

As part of the Accessibility for Ontarians with Disabilities Act (2005) the Town of Cobourg has established the Cobourg Community Accessibility Committee to provide advice and recommendations to the Cobourg Municipal Council on matters related to accessibility. The Committee works with different interest groups to raise awareness of accessibility issues throughout the Town.

The principles of universal design should be applied in all public spaces (especially those recognized by the committee) and within new developments to ensure individuals of varying ability are able to access public areas and buildings throughout the Town of Cobourg.

The following general guidelines are to be used in conjunction with the findings and recommendations of the Cobourg Community Accessibility Committee, as well as the more specific guidelines and standards provided in the following:

- Ontario Building Code (Section 3.8: Barrier-Free Design);
- Ontarians With Disabilities Act (AODA);
- Northumberland County Design Standards for Accessibility; and,
- Principles of Universal Design

Design Guidelines:

a. The design of buildings other than single, semi-detached or townhouses, should result in accessibility for everyone.

b. At a minimum, design choices relating to circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out in Section 3.8 of the Ontario Building Code (OBC).

c. Barrier-free access to the ground level of all publicly accessible buildings should be provided. Access structures such as ramps should be designed to harmonize with buildings.

d. Curb ramps should provide barrier-free connections between the street and pedestrian walkways.

e. All public sidewalks shall be barrier-free. Street trees and landscaping, seating, public art and signage should not be an obstacle to the barrier-free path of travel.

f. In high activity areas such as the Mixed Use/Corridor Area, Downtown, the Harbour and public parks, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and the existence of potential hazards to disabled individuals. Sensory indicators may be tactile or audible.

Curb ramps should be provided at all intersections. Textured paving also assists those with visual impairments.

Ramps and gently rising steps can facilitate the use of outdoor areas for all users.

3.5 PARKING

3.5.1 On-Street Parking

On-street parking on Town streets should be permitted, wherever possible, to animate the street, reduce vehicle speeds and serve as a buffer between pedestrians and vehicles. To encourage on-street parking, appropriate design standards for roadways, including bump-outs, should be developed.

Design Guidelines:

a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and optimize sightlines.

b. On-street parking may be situated within bump-outs, where appropriate.

c. Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.

d. Where appropriate, permeable paving should be considered to promote drainage and enhance the street edge.

On-street parking is encouraged on local roads.

On-street parking allows users convenient access to commercial and residential areas (source: Pat Bailey and Sharon Latham).

3.5.2 Bicycle, Scooter and Stroller Parking

The accommodation of convenient parking for bicycles, scooters and strollers, is essential to sustainable and healthy transportation options. Bike racks should be placed in highly active pedestrian areas throughout the Town. The placement of racks within the pedestrian realm should not impede pedestrian movement.

Bicycle racks should be constructed of a good quality single locking post-and-ring design (source: Pat Bailey and Sharon Latham).

Design Guidelines:

a. Bicycle, scooter and stroller parking should be installed at regular intervals throughout the Mixed Use/Corridor, Commercial and Employment Areas, and on all buses, to promote active transportation.

b. Post-and-ring style bicylce racks, constructed of aluminium or galvanized steel, are preferred as larger units can impede pedestrian movement and snow clearing.

c. The number and configuration of parking facilities should be evaluated on a case-by-case basis.

d. Short-term or visitor parking facilities should be sheltered and located near building entrances and pedestrian walkways.

e. Storage facilities should be provided at all public parks and open spaces, and at all major transit interchanges (i.e. downtown bus depot, intercity bus depot, train station) to encourage alternative modes of transport.

Bicycle parking should be convenient and located close to the main entrance of buildings (source: Pat Bailey and Sharon Latham).

4.0 PRIVATE REALM GUIDELINES

The private realm guidelines consider all privately owned land and buildings and include sustainable building and lot design, land use and site design, building typologies and the detailed design of buildings.

4.1 SUSTAINABILITY

In Section 3.1 (Public Realm Guidelines: Sustainability), it was noted that new development within the Town of Cobourg should demonstrate a high level of responsibility to the environment.

In addition to the previously mentioned public realm guidelines, the following guidelines provide recommendations for sustainable design within the private realm, including buildings and their surrounding sites.

Sustainable buildings harness the environment for energy, use reclaimed material, consume less energy and provide better indoor air quality than conventional buildings.

Design Guidelines:

New Building Design

a. New buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a variety of uses and users over the lifespan of the building/ structure.

b. The Town should encourage new developments to seek LEED or similar certification demonstrating a commitment to sustainability by meeting higher performance standards in environmental responsibility and energy efficiency.

c. Vegetated or “green” roofs should be utilized to minimize water runoff and improve building insulation. Green roofs also expand the potential usable outdoor space of the site.

d. Porous surfaces or landscaped areas should be used to capture roof drainage and minimize water runoff.

e. Roof drainage should flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff. Several downspouts should be provided to better distribute storm water run-off into various areas of the adjacent landscape. Rain barrels or cisterns can be designed into new buildings to accommodate grey water irrigation.

f. Access to green and/or usable roof spaces should not be included in the overall building height.

Landscaping

a. Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping.

b. Landscaped areas should be maximized to increase the total amount of water run-off absorbed through infiltration. Where there is minimal available area, landscaped green roofs should be employed. Landscape designs should incorporate a wide range of strategies to minimize water consumption (i.e. native species, use of mulches and compost, alternatives to grass and rainwater collection systems).

c. Plant materials native to the Town of Cobourg should be used wherever possible and mono-cultures should be avoided.

d. Waste management, water use reduction and waste water technologies should be explored where possible.

Surface Run-off

a. Impervious surface areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or permeable paving material should be provided to allow water absorption into the soil minimizing discharge into the storm drain system.

b. Paved areas, such as surface parking, should be minimized wherever possible in order to maximize permeable surfaces that absorb and filter pollutants.

c. The surface area of streets, driveways and parking areas should be as small as possible within allowable standards.

d. Parking areas should drain into vegetative or grassy swales incorporated in a project or perimeter landscaping.

e. Drainage basins located in parking lots should be planted with native plant materials that thrive in wet conditions.

f. Well-drained snow storage areas should be provided on each site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

Adaptive Re-Use & Recycling of Buildings

a. An effective means of achieving environmental sustainability objectives is to reduce dependence on new materials through remodelling or adaptive reuse of existing buildings. When feasible, this is often preferred to demolition and recycling. However, energy consumption of existing buildings should be carefully considered when assessing the environmental merits of a project.

b. Materials salvaged from demolition should be used in new building design, avoiding the waste and pollution of new production.

c. If there are no salvageable materials available from an existing development site, efforts should be made to purchase materials from building demolition sales, salvage contractors and used materials dealers. Materials could be reused in new buildings and in public amenity areas (i.e. outdoor paving).

d. Many new and established construction products made with reprocessed waste materials are available for specification on new projects. Construction materials containing post-consumer waste or recovered materials have the greatest recycling merit and should be used where feasible.

This native, drought resistant landscaping reduces the impervious surface created by the adjoining parking lot. Rainwater is absorbed into the soil and minimizes the amount of discharge into the storm drain system.

4.2 GENERAL LAND USE AND SITE DESIGN

The following guidelines generally refer to all building types within the Town of Cobourg except low-rise residential. Please refer to Section 4.5 for specific guidelines that apply to mixed use, residential, heritage, commercial and employment building typologies.

4.2.1 Site Layout and Building Orientation

The relationship of buildings to one another and to open spaces influences factors which determine the character of communities including the amount of energy they consume, the comfort of pedestrians at street level and the quality of interior and exterior spaces.

Corner buildings should address the corner conditions through appropriate building massing and architectural details.

Design Guidelines:

a. Buildings should be located and designed to define the public realm and frame streets, internal drive aisles, sidewalks, parking areas and amenity spaces.

b. Main building entrances should face public streets and be directly accessible from public sidewalks.

c. Corner buildings and buildings that terminate streets or primary view corridors should reinforce their prominent location through appropriate building massing, setbacks and building base design (i.e. active-uses, bay windows, projections, recesses, materials and other architectural details). Higher density development may also be appropriate for these locations.

d. Where commercial retail uses are desirable, but not feasible at the time of development, the design of ground floor uses should consider the flexibility to allow for conversion to commercial uses, including appropriate floor-to-floor heights and appropriate treatments of entrances and façades.

e. On streets where mixed use development is provided building setbacks should generally be reduced to minimize distances between building entrances and abutting public street and sidewalks to create a semi-continuous streetwall. This consistency will give a sense of enclosure to pedestrians on the street and promote the regular placement of shops and public uses. Variations in the street wall are recommended where building forecourts, courtyards and other forms of public or semi-private open space are desired.

f. Passive solar design should be considered when designing block layout, buildings, transportation corridors and open spaces.

4.2.2 Universal Design (Private Realm)

The principles of universal design should be applied in all private realm developments to ensure access for individuals of varying ability.

For more detailed guidelines and standards, please refer to:

- Section 3.4.5 Universal Design (Public Realm)
- Ontario Building Code (Section 3.8: Barrier-Free Design)
- Ontarians With Disabilities Act (AODA)
- Northumberland County Design Standards for Accessibility
- Principles of Universal Design

Ramps and gently rising steps can enhance the use of outdoor areas for all users

4.2.3 Signs

Provisions for signs within private development in the Town of Cobourg should comply with the Sign By-law with regard to size, type, number, illumination and location requirements. In addition to adhering to by-law regulations, the appearance of the signs should reinforce the character of private development through design and choice of colour, material and their placement at entrance areas and on building façades.

Design Guidelines:

a. Signs should be integrated into the site plan for each proposed development to ensure coordination of design.

b. Signs should be integrated in building design to reduce clutter.

c. Building identification signs should be compatible with the building design in scale and material in compliance with the Town's Sign By-law.

d. Stand alone signs should be shared among tenants and/or integrated in landscaping.

e. Signs should add diversity and interest to retail streets, but not be overwhelming. Mobile signs, temporary signs and backlit sign boxes are discouraged; billboards, revolving signs and roof signs are not encouraged.

f. Freestanding signs addressing private development should be located within the property line and mounted in a landscaped setting. Their design should be compatible with the building design.

g. Building entrance canopies and window awnings may incorporate signs to enhance building character and identification.

h. Directional signs should assist in the orientation of pedestrians and traffic to streets, parking, the Greenlands System and other features.

i. To ensure public safety, sign location should not compromise pedestrian and/or vehicular sight lines.

j. Signs (including lettering) should not obstruct more than a small percentage of window areas unless the building is under significant renovation and/or vacant.

k. Up-lighting of signs should be prohibited to limit light pollution, with the exception of low accent lighting for monument signs.

Private signs should be carefully integrated with buildings or freestanding elements.

Building identification should be compatible in scale, colour and materials with the building façade (source: Pat Baily and Sharon Latham).

4.2.4 Landscaping

Landscape treatments within private properties have an important role in establishing the image of the entire Town of Cobourg and will help to provide visually continuous connections to the Greenlands System. Private Landscaping requires the coordination of individual treatments with functional requirements, including parking, servicing, loading and storage. Landscaping should be used to define areas and establish clear boundaries within sites and should be coordinated with landscape treatment in the public realm.

Design Guidelines:

a. Front yards should be landscaped with trees, shrubs and native plantings to promote amenity and privacy for private developments.

b. Street tree placement on private property should be selected to reduce exposure from salt damage.

c. Landscaping should differentiate site areas including parking, building forecourts, courtyards, gardens and sidewalks to give each site a distinct, clearly defined character.

d. Landscape elements should be used to define and enhance building edges, the street and open spaces so that these areas contribute to a consistent and well defined image for the area.

e. Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas and dissimilar uses on adjacent properties.

f. Landscaping should mitigate expansive or blank building façades in the form of clustered trees or other forms of planting, which can have a softening effect.

g. All internal vehicular roads should be designed to accommodate street trees. Landscape treatments provided along major access driveways or within driveway medians should be provided in the form of high-branching deciduous trees and low shrub planting (i.e. less than 1.0 metre at mature growth) to preserve vehicular sight lines.

h. Shrub and fencing heights should not obscure views through to private or public development to preserve sight lines and safety.

i. Planting strips should be provided between the street line and parking lots. Landscape materials should include a combination of salt tolerant ground cover, low shrubs and high-branching deciduous trees that do not obscure pedestrian views.

Front-yards should be well-landscaped to define areas and provide a visual connection to the Greenlands System.

j. High-branching deciduous trees, which are aligned on the front property line should be coordinated with street trees to maintain views through to private development.

k. Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip that is wide enough to plant trees and/or other landscape edge treatments (3.0 metres minimum recommended) should be provided between the parking lots to allow sufficient area for parking lot edge treatments, drainage, access, vegetation, fencing and snow storage. However, vehicular and pedestrian connections should be introduced between the parking lots.

l. Rear yards should provide, as a minimum, a landscape edge treatment to include adequate space for tree planting or other landscape treatments.

m. Where lane access or service driveways are located in the rear yard, the landscape edge should be wide enough (i.e. 3.0 metres) to plant trees and/or other landscape to serve as an adequate buffer in combination with fencing at abutting property lines.

n. Plant material in areas of high pedestrian activity should be:

- Low maintenance, pest and disease resistant;
- Free of features that could poison or cause injury to pedestrians (e.g. large fruit, etc.);
- Selected and placed to ensure clear views into and out of amenity spaces;
- Arranged/massed to provide maximum affect and efficiencies in maintenance and watering; and,
- Varied, interesting and full-form during all seasons of the year.

Design Guidelines:
Semi-Private Open Space

Semi-private open space is landscaping and/or open space within private property that is perceived to be shared public amenity space. Semi-private open space should be designed to provide a high level of comfort for pedestrians.

a. Customer and visitor amenities should be located in convenient locations in relation to building entrances. Amenities may include:

- Window shopping walkways;
- Landscaped seating areas with benches;
- Outdoor dining areas and playgrounds;
- Outdoor market and/or kiosk areas;
- Water features;
- Transit shelters;
- Outdoor employee amenity areas; and,
- Parks, trails and/or ecological areas.

b. The above amenities should be directly accessible from public or semi-private sidewalks (except for employee-focused amenities) and constructed of materials congruent in quality and appearance with those of the main buildings.

Small semi-private squares, plazas and gardens will serve as community gathering spaces.

4.2.5 Storage, Servicing and Loading

The visual impact of service and delivery areas should be minimized. Landscape treatments are encouraged to provide additional screening to service area enclosures. In general, open storage, where permitted, should be located at the rear of lots, screened by building placement or by landscape screening.

Design Guidelines:

a. Loading docks, outside storage and service areas should be located in areas of low visibility such as at the side (non-street side) or rear of buildings. Outside storage of any kind in public street rights-of-way, exterior side or front yard building setbacks or easement areas is discouraged.

b. Service and refuse areas should not encroach into the exterior side or front yard setback. Such areas should be screened with a minimum height that ensures they are not visible. Service and refuse areas should be paved with an impervious surface of asphalt or concrete.

c. Service and outside storage enclosures should be constructed of materials to match or complement the main building material. No enclosure should be made of any form of chain link fencing. Waste enclosures should enclose an area large enough to accommodate the peak needs of the various potential users of the building.

d. Service areas for delivery, loading and garbage pick-up are encouraged to be coordinated to reduce the number of curb cuts along the public street.

e. Service areas should be separated from pedestrian amenity areas and walkways.

f. Separate service driveways are not encouraged. Service driveways should be coordinated with those of parking areas to reduce curb cuts along the streetscape.

Service and loading areas should be screened by appropriately designed walls or enclosures and should be integrated into building designs.

4.3 PARKING

A variety of parking will be available in the Town of Cobourg, including:

- Surface parking;
- On-street parking (Please refer to Section 3.5.1);
- Structured parking above or below grade; and,
- Limited parking associated with public open spaces such as parks and trail systems.

In new development, where surface lots are required, these areas should be designed to minimize their visual impact and to allow for redevelopment as future building sites. Therefore, the layout of initial buildings should consider site access, landscape and site servicing that will permit the long term intensification of these sites.

As development over the mid and long-term intensifies and land values increase, structured parking will become a viable and desirable option to ensure the ultimate urban build-out of the Town of Cobourg where a high proportion of buildings directly line public streets.

The following guidelines are intended to prevent parking from becoming a dominant element in the Town of Cobourg. The design of parking facilities should coordinate landscaping, lighting, walkways and structures to ensure a compatible interface with open space, buildings and streets. The total amount of parking spaces may be minimized through shared parking between adjacent properties, particularly in the evenings and weekends.

The calculation of parking space requirements allocated for a development should take into account the following considerations:

- Public parking availability within walking distance of the development site.
- Availability of transit within walking distance of the development site.
- Availability of shared parking opportunities, such as two adjacent uses with opposite peak-occupying times.

An example of integrated structured parking. Note the ground level shops and attention to streetscape design.

Internal landscaping helps to break up large areas of surface parking into smaller parking courts.

Permeable paving, bioswales and other features to manage stormwater on-site may be considered as part of the Town's commitment to promoting sustainable design.

4.3.1 Surface Parking

Surface parking areas are currently prominent in Cobourg especially along Division Street and Elgin Street where large format retail and strip malls exist. Existing surface parking areas provide key opportunities for infill in which future buildings should be sited at the street edge to improve pedestrian comfort and encourage improvements to the public realm. In the interim, opportunities to visually divide large surface parking lots into smaller parking courts through landscaping will improve site quality and access, promote pedestrian safety and help reduce the impacts of surface parking lots on the urban heat island effect.

Design Guidelines:

a. Continuous or large surface parking areas should not be located in front of buildings, or on corner lots.

b. The total amount of parking should be minimized through efficient means such as shared parking between adjacent properties, particularly in the evenings, weekends and other off-peak periods.

c. Planting strips, landscaped traffic islands and/or paving articulation should be used to define smaller parking 'courts,' improve edge conditions, provide for pedestrian walkways and screen storage and utility areas. The amount of landscaping should be proportionate to the overall parking lot size.

d. Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.

e. High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.

f. Appropriate lighting levels and consistency of coverage should be provided in parking areas to assist both pedestrian and vehicular circulation. Freestanding or building-mounted light standards should be provided at pedestrian level, along pathways and at a broad area level for general visibility and security.

g. Preferential parking should be provided for bicycles. Energy efficient vehicle parking, along with reserved spaces for car-sharing services are also encouraged.

h. Service and drop-off area circulation should not interfere with pedestrian circulation.

Surface parking areas should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.

Surface parking areas should be heavily landscaped and located at the rear of buildings.

4.3.1.1 Surface Parking - Edge Treatments

Surface parking areas that are adjacent to the public sidewalk should have a well-defined edge treatment through appropriate use of landscaping, fencing and other buffers or enclosures.

Design Guidelines:

a. Where parking areas are adjacent to a public sidewalk, adequate buffers, such as landscaping or bollards should be provided between parked vehicles and the sidewalk.

b. Buffer elements or enclosures, including landscaping, fencing, or bollards, should be located on private property to maintain the total sidewalk width.

c. Alternatives should be considered for screening parking facilities, such as depressing lots from the street level or creating landscaped enclosures of low walls, hedges or berms.

d. Buffer elements should be designed to facilitate clear sightlines between the street and parking area. A recommended maximum height of 1.2 metres should be applied to maintain sightlines from inside vehicles.

e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.

Low, landscaped walls can be used to screen parking areas from public view.

Adequate buffers should be provided between parking areas and public sidewalks.

4.3.1.2 Surface Parking - Interior Lot Design

The interior of surface parking lots should be carefully designed to accommodate the required parking while ensuring a safe, comfortable and attractive environment for pedestrians.

Design Guidelines:

a. Planting strips, landscaped traffic islands and/or paving articulation should be used to define smaller parking 'courts,' improve edge conditions, provide for pedestrian walkways and screen storage and utility areas. The amount of landscaping should be proportionate to the overall parking lot size.

b. Landscaped parking islands at the end of parking rows and pedestrian connections that contain shade trees are encouraged.

c. Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.

d. Distinctive pavement and pavement markings should be used to indicate pedestrian crossings and create an interesting visual identity.

e. High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.

f. All internal landscaping areas should be designed to support healthy trees and plants (i.e. appropriate size, drainage, etc.).

g. Permeable paving, swales and other features to manage stormwater on-site may be considered, where appropriate.

Landscaped traffic islands create smaller parking 'courts' and can soften the effect of a large expanse of surface parking.

Raised and curbed traffic islands define major internal vehicle routes and provide refuge for pedestrians.

4.3.2 Structured Parking

Parking structures are required to have a high level of design which is consistent and complementary to the development and site as a whole.

Design Guidelines:

a. Parking structures fronting on to public streets and public open space should be developed, where feasible, with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.

b. Wherever possible, access to structured parking should be from secondary streets or the interior of blocks. Ramps at street corners or view termini should be avoided.

c. Ramps to parking structures should be located at the rear and side of buildings away from main building frontages and major streets.

d. Parking within a structure should be screened from view at sidewalk level and the street-level wall should be enhanced by architectural detailing, landscaping or similar treatment.

e. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.

The side yard parking garage entrance minimizes its visibility from the street.

Structured parking should be incorporated into the building design and contain active uses at-grade.

4.3.3 Bicycle, Scooter and Stroller Parking

To encourage active and alternative modes of transportation, convenient bicycle and scooter parking and/or storage opportunities should be provided in the private realm.

Design Guidelines:

a. Storage facilities should be required, either adjacent to building entrances or as an integrated building enclosure, and should be weather protected.

b. Bicycle and scooter parking should be provided in employment areas to encourage alternative mode of transport, particularly for employees.

c. In addition to energy efficient vehicle parking, and reserved spaces for car-sharing services, preferential bicycle parking should be provided.

d. Areas to secure and store bicycles should have high visibility for users and should utilize clear, directional signage when necessary.

e. Bicycle racks and lockers are strongly encouraged in structure parking facilities, especially for large office developments.

f. For long term bicycle parking provided as part of a high-density residential development, the parking spaces must be accessible, secure and weather-protected.

Exterior bike lockers provide options for accessible, secure and weather-protected bicycle storage.

To encourage active transportation opportunities, private bicycle parking should be provided in employment areas (source: www.flickr.com, by La Entropista).

4.3.4 Drive-Throughs

Commercial developments that contain drive-through facilities should be limited in number and are not recommended in walkable, transit supportive neighbourhoods, the Downtown or Mixed Use/Corridor Areas.

Where drive-through facilities are included, they should be carefully designed to maximize the safety of pedestrians and cyclists in the area while minimizing negative visual impacts.

The design of drive-through facilities should:

- Contribute to achieving a high quality streetscape and public realm while ensuring compatibility with both current and planned development.
- Ensure efficient on-site circulation that minimizes vehicle idling time and traffic disruption while creating a safe and comfortable pedestrian environment.

Redevelopment of Existing Drive-Through Uses
Where significant redevelopment of existing drive-through uses is proposed (e.g. complete or almost complete demolition and reconstruction), the proposed redevelopment shall be reviewed in context of these guidelines taking into consideration the context and constraints of the site.

Drive-Through Additions and Updates
Where only minor changes (e.g. additions, updates) to existing drive-throughs are proposed, consideration of the guidelines will be encouraged recognizing the nature of the existing use.

Addition of Drive-Throughs to Existing Non Drive-Through Uses
Retrofits of existing buildings to add drive-throughs should be discouraged unless, where circumstances permit, the intent of these guidelines can be maintained.

Drive-throughs should be consistent with the existing urban form.

Drive-throughs should incorporate upgraded landscaping and be as visually unobtrusive as possible.

Design Guidelines:

Building Design

a. Drive-throughs should contribute positively to their surroundings through consideration of building height, massing, setbacks, orientation, and fenestration.

b. Drive-throughs should maintain the consistency of the streetwall whenever possible. Buildings should be located close to the street edge and ensure that stacking lanes are not placed between the building and street.

c. Buildings should achieve a cohesive design on all sides and components.

Site Access and Circulation

a. Drive-through access points should be located away from street intersections to minimize vehicular traffic at the access points.

b. Vehicle access points should be minimized to reduce curb cuts and limit the amount of traffic crossing the sidewalk.

c. Ensure well connected pedestrian walkways to the street and building entrance, including raised walkways along the sides of buildings, to minimize pedestrian/vehicle conflicts.

d. Various paving treatments and textures should be utilized to distinguish pedestrian walkways from driving surfaces, including walkways raised to curb level.

Drive-Through Lane

a. Restaurant drive-throughs should accommodate 10 vehicles (minimum) in the drive-through lane with 7 vehicles between the entrance and the order window.

b. Drive-throughs at financial establishments should accommodate 4 vehicles (minimum) in the drive-through lane.

c. Surface parking and drive-though lanes should be located at the side or rear of the building to reduce interference with the continuity of the streetscape. The drive-through lane or parking area(s) should not be located between the building and main public street(s).

d. Entry into the drive-through lane should be provided at the rear of the site so waiting vehicles do not disrupt traffic along the public streets or the safe movement of pedestrians, cyclists or other vehicles on-site.

e. Escape lanes should be provided, where appropriate, to minimize congestion.

Signage

a. Directional signs should be located at the entrance and exit of a drive-through lane. The signs should be carefully placed to ensure visibility.

b. Ensure clarity of on-site movements through the use of pavement markings and directional signs.

c. Ground and wall-mounted signage should be designed and located to enhance and complement the area's character and scale.

Adjacent Uses

a. Drive-through facilities are discouraged adjacent to residential and/or other sensitive properties. Where this can not be avoided, a 15m buffer zone (complementary to the surroundings) should be provided between the drive-through driveway and all adjacent sensitive properties.

b. Noisy areas, including the ordering board, speakers, loading areas and garbage storage should be located away from adjacent and sensitive uses.

c. Lighting should be designed to avoid casting direct and/or indirect light or glare onto adjacent properties by means such as shielding sources or screening light paths.

Landscaping

a. Raised, well-landscaped medians or traffic islands should be located between drive-through lanes and main parking areas to enhance safety and reduce the visibility of the drive-through.

b. The edge of parking areas, driving and queing lanes should be provided with a 3m (minimim) planted, landscape buffer.

4.4 GENERAL BUILDING DESIGN

4.4.1 Building Heights

Buildings in the Town of Cobourg are predominately low-rise (2-4 storeys) and new development should be complementary and well integrated with the existing built form. Assuming a storey height of 3 metres, Mid-rise buildings of 3-4 storeys (9-12 metres) may be appropriate in certain locations where higher density is desirable. They should be subject to specific urban design criteria to ensure their fit with the community. Buildings taller than 5 (15 metres) storeys are generally not recommended, however, there may be special sites or key areas where taller buildings may be appropriate.

Low-rise Buildings

Low-rise buildings refer to buildings that are 1-2.5 storeys (3-7.5 metres). Low-rise does not necessarily imply low density and a variety of higher density low-rise buildings are recommended to create a more urban character as the Town of Cobourg evolves. These developments include small lot single and semi-detached dwellings, townhouses, stacked townhouses, walk-up apartments and other multi-unit residences.

These housing forms are encouraged to maximize the use of land, municipal services and other resources.

Mid-rise Buildings

Mid-rise buildings are buildings that are 3-4 storeys (9-12 metres). As the Town of Cobourg evolves, mid-rise buildings will be appropriate in key areas to create a more vital, urban character and promote transit use.

Building articulation, orientation and ground floor façade design are important elements in creating architectural quality and a pedestrian oriented environment at the building base. Mid-rise buildings may be comprised of one use (i.e. residential or employment) or may contain a mix of uses (i.e. retail at-grade with residential above).

In mid-rise developments the base building (typically 2-4 storeys) should provide definition and a pedestrian-scale in relation to adjacent streets, parks and open spaces. The building scale and design must also integrate with adjacent

The 4-storey buildings on this main street increase density, but still maintain a mid-rise village character compatible with the Town of Cobourg.

buildings and the surrounding residential neighbourhoods and minimize the impact of parking and servicing areas.

High-rise Buildings

High-rise buildings are buildings that are 5 storeys (15 metres) in height and above. In the Town of Cobourg, high-rise buildings should be limited to special sites and key areas, including intersections of Arterial Roads, gateway areas near Highway 401 and areas adjacent to key features of the Greenlands System.

Building design should consider three parts of the building massing: the base which relates primarily to the public street and open space, the middle (shaft) and the top including the roof, and mechanical penthouse. High-rise building design should incorporate principles of good urban design, including:

1. Tall floor-to-ceiling heights at-grade to create a strong street presence, flexible commercial space and a pedestrian oriented streetscape.
2. An articulated building design that mitigates the mass and shadow impacts of the building, provides a contextual fit among old and new buildings and creates visual interest that promote height as an asset.

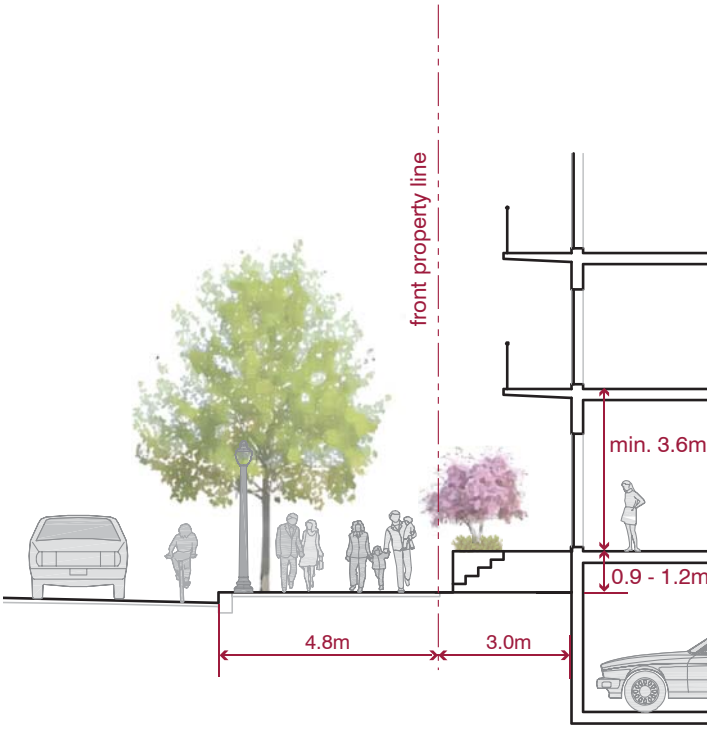
A high-rise mixed use building including retail at-grade with office and residential above.

High-rise buildings can accommodate a combination of uses, including retail at-grade with residential above, retail at-grade with employment above, or residential only. The design of the building at-grade, including setbacks and landscaping, should appropriately reflect the at-grade use.

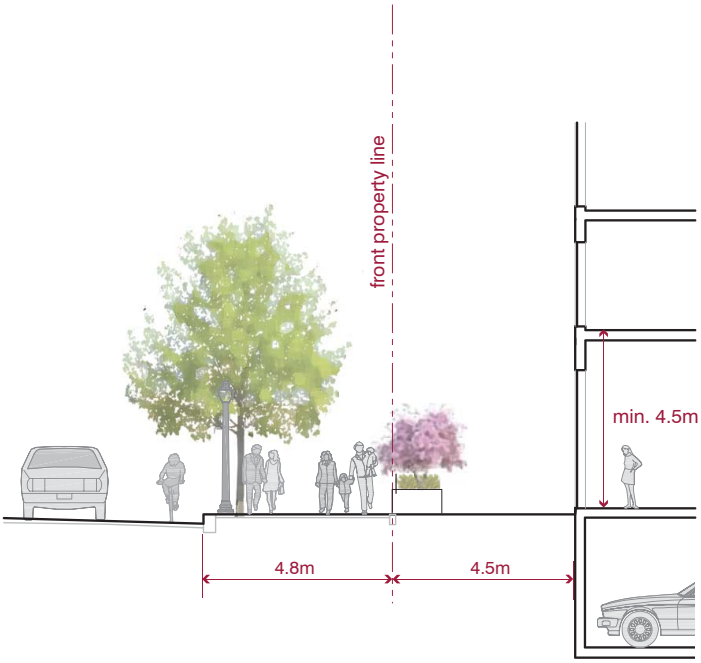
Retail/Commercial At-grade: It is recommended that minimum floor to floor height for ground floors with commercial/retail uses is 4.5 metres.

The ground floor design for infill and new development should incorporate recessed entries, large store front display windows, an area for signage and should reference the adjacent building façade rhythm. The ground floor should be encouraged to be of a taller floor to ceiling height.

The ground floor of new mixed use commercial development should be taller (4.5 metres) to accommodate large windows, recessed entries and signage.



Where a grade separation occurs between the sidewalk and the ground floor of a residential unit, an appropriate setback is recommended to promote privacy between the public and private realm.



Where the ground floor of a residential unit is level with the sidewalk, 4.5 metres is recommended for the setback and the ground floor height.

Residential At-grade: Where residential uses are proposed on the ground floor, special design standards should be applied to ensure that:

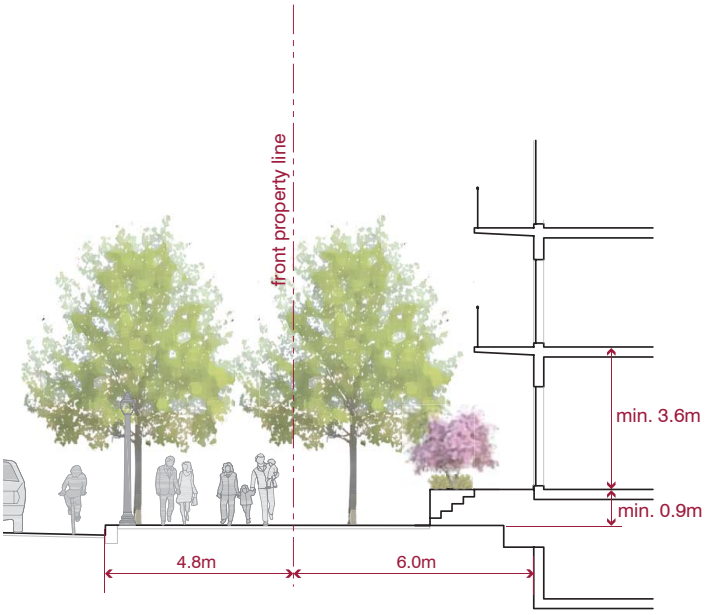
- there is a suitable transition from the public sidewalk to private residential units;
- that landscaping and other design features are used to augment this transition zone, and;
- ground floor residential uses can transition to commercial uses in the future.

Where residential units front onto the street, building setbacks and ground floor heights should be set to accommodate the potential conversion of the unit to retail/commercial space.

A 3.0 metre setback is recommended where a grade separation occurs between the sidewalk and the finished floor of the unit. A minimum 3.6 metre floor to floor height and a 0.9 - 1.2 metre grade separation is recommended to promote privacy between the public andprivate realm.

Where the ground floor unit is level with the sidewalk, a minimum 4.5 metre setback and 4.5 metre floor to floor height is recommended.

Where residential at grade faces a rear or side street, a setback of 6.0 metres, a floor to floor height of 3.6 metres and a grade separation of 0.6 - 0.9 metres is recommended.



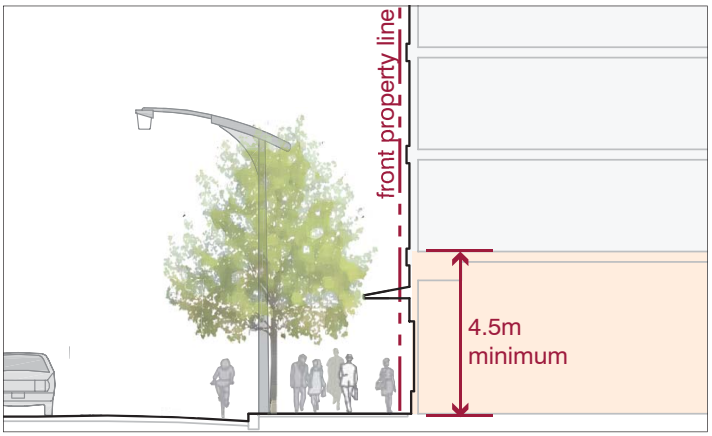
Where the at-grade use is residential, fronting onto a side street or rear lane, a larger setback is recommended to promote privacy between the public and private realm.

A 6.0 metre setback is recommended for residential uses at-grade on side and rear streets and lanes to provide room for front yard landscaping and grade separation from the public sidewalk.

4.4.2 Building Base Design

A well designed building base will provide definition and a human scale to the building at-grade, integrating the building with adjacent streets, parks and open spaces. In the Town of Cobourg, appropriate building base height will depend on the evolving scale of the existing and planned context. Strong street presence of the base building may be achieved by articulating the building base through a variety of means: stepbacks, building materials, rooflines or other architectural elements.

Where building stepbacks are recommended, the Visual Angular Plane analysis is a tool that can be used to assess options for building massing. Please refer to Section 4.4.4.



Example of minimum ground floor height for commercial-retail uses.

Mixed use buildings foster mutually beneficial relationships between upper level residents and ground floor retail uses.

Design Guidelines:

a. The building base should be designed and massed to create a pedestrian oriented streetscape.

b. A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Spandrel glass is strongly discouraged.

c. Building façades facing on to streets and public spaces should incorporate vestibules, building entrances, covered walkways or canopies and awnings at the ground floor level to provide weather protection and surveillance on to adjacent pedestrian areas.

d. Buildings should be designed with continuous street façades. Variations in setbacks may be used to incorporate opportunities for public open space, mid-block pedestrian walkways and/or main entrance ways.

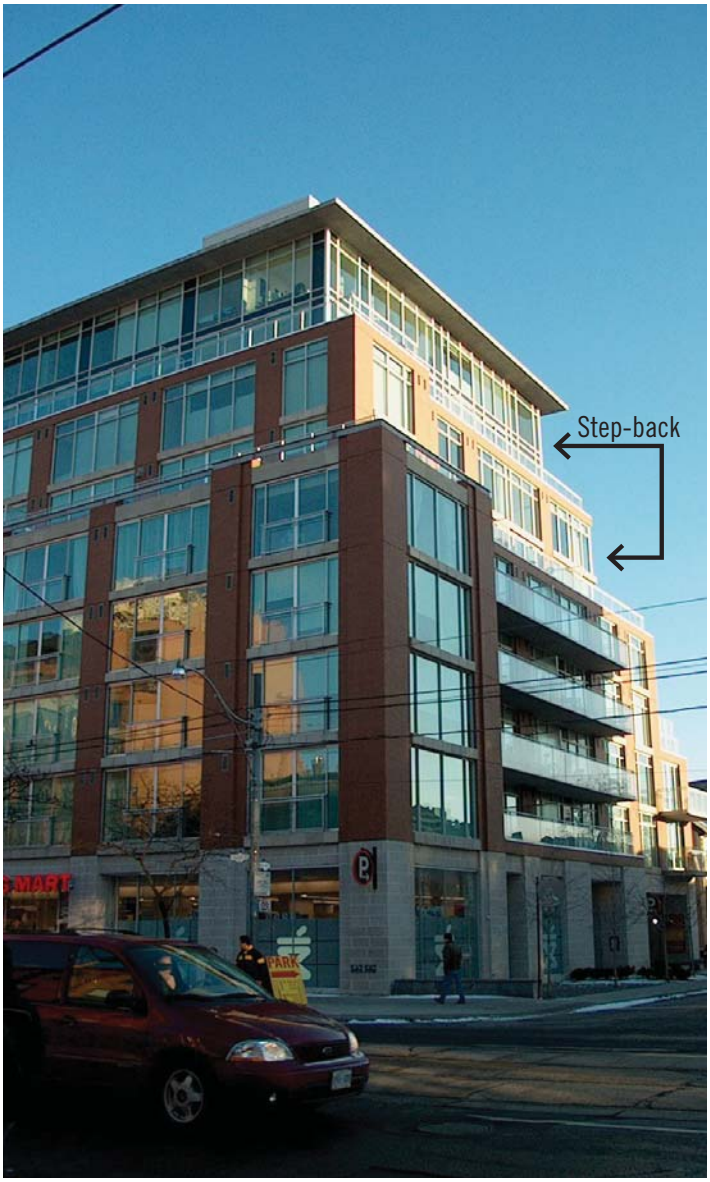
e. Taller floor-to-ceiling heights at-grade are recommended to create a strong street presence and flexible commercial space.

A change in material will help to emphasizes the pedestrian oriented building base.

4.4.3 Building Setbacks and Stepbacks

As the Town of Cobourg evolves and more mid-rise buildings are developed in the Mixed Use/Corridor Area building setbacks and stepbacks will create transitions to surrounding low-rise residential areas, the Greenlands System and other sensitive land uses.

A setback refers to the grade level building location in relation to the front property line. A stepback refers to the portion of the building that is "stepped back" above the building base at the building front, side or rear to reduce the perceived mass of the building as it rises and to allow for increased sun penetration, privacy and upper level terraces.



This development respects the scale of surrounding buildings and successfully uses stepbacks to minimize the presence of its upper floors on existing adjacent residential buildings.

Design Guidelines:

a. The primary façade of the base building should be sited parallel to the street and front property line.

b. On corner sites, building setbacks should generally align with their respective street frontages and make necessary transitions to both edges.

c. Higher density development at major intersections should be developed to reinforce the prominence of these locations through appropriate massing, building projections, recesses at-grade, lower storey design and open space treatments.

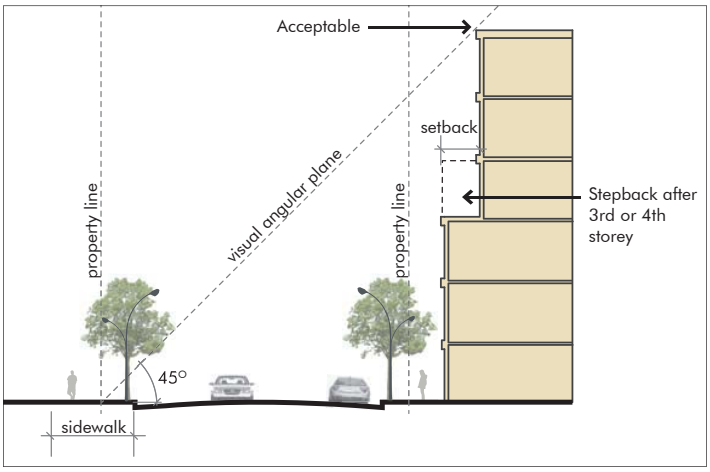
d. Where building stepbacks are appropriate, generally on buildings taller than 3 storeys, architectural expression/design should provide a clear distinction between the building base, middle and top.

Buildings that are 3-storeys in height or less generally should not require a stepback.

4.4.4 Visual Angular Plane

As mid-rise buildings are developed in the Mixed Use/ Corridor Area stepbacks can reduce the impact of upper storeys. The Visual Angular Plane Analysis is intended to be used in association with other visual means of testing building height suitability such as sun/shade analysis, street proportion and 3D modelling.

Visual Angular Plane Analysis determines the building envelope using a site cross-section and drawing a 45-degree angle measured from the property line on the adjacent side of the street. The line extension of this angle can assist in determining where the building massing can be stepped back or reconfigured to reduce its perceived mass as the building height increases. The Visual Angular Plane can be useful, particularly from the perspective of a pedestrian on the street, to minimize the building mass.



The Visual Angular Plane Analysis is used as one means to determine building mass and adjacent site impacts as the building height increases.

4.4.5 Shadow and Sun Impacts

Shadows cast by high-rise buildings can greatly influence the spaces that surround the building. Buildings should be sensitive to casting shadows on low-rise residential neighbourhoods, public open spaces, streets and pedestrian areas where a high degree of sun penetration is desirable.

Access to direct sunlight improves the useability of outdoor spaces and increases the sunlight exposure to buildings and rooms directly facing these areas. The design of high-rise buildings should apply massing to improve access to sunlight and minimize adverse shadow impacts as much as possible, while balancing goals for intensification.

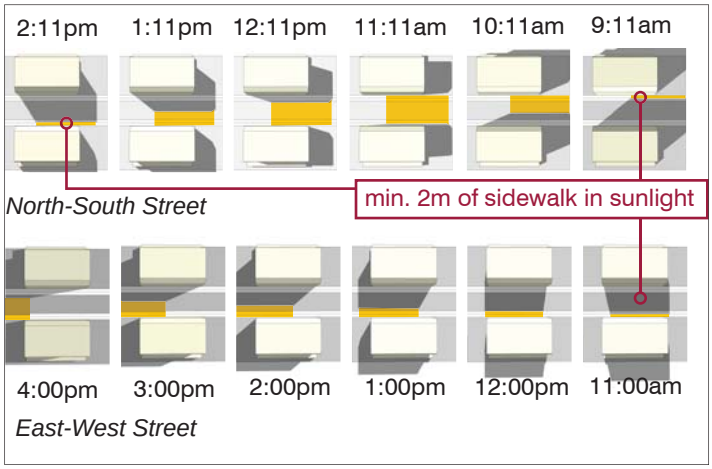
Computer generated shadow impact analysis is a tool to determine the location and effects of shadows cast by buildings on adjacent properties at varying times of day and during various seasons. The level of impacts should be assessed on a site-by-site basis.

Design Guidelines:

a. High-rise buildings should be oriented to minimize shadows cast on adjacent open spaces, buildings and streets. A shadow study may be required to examine shadow impacts on adjacent properties and heritage properties in close proximity to the development.

b. The interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of tall building elements.

c. During summer months, when shade is preferred, include the use of awnings, canopies and tree planting to modulate direct sun exposure.



Example of a shadow study analysis.

4.4.6 Building Articulation and Detailing

The heritage main street in the Town of Cobourg currently demonstrates a high quality of architectural design that reflects it's context and function through the organization of building façade elements (i.e. walls, entrances, roofs, windows and projections or recessions). The articulation of buildings is of particular importance at the street level and the design of the building base. Future development, downtown and throughout the Town of Cobourg, should maintain or enhance the standards of the existing built fabric.

The Town of Cobourg will evolve with a variety of building types and architectural expressions. Contemporary building design that complements adjacent heritage architecture should be encouraged. The preservation and maintenance of heritage buildings will contribute to the overall Town setting.

Design Guidelines:
Pedestrian Access and Entrances

a. Main building entrances should be expressed and detailed through a variety of elements including large entry awnings, canopies and/ or double-height glazing.

b. Building entrances should promote visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.

c. In multi-tenant developments, the use of multiple pedestrian entrances into the building at street level is encouraged.

d. Buildings in the Downtown, Harbour, gateway and Mixed Use/Corridor Areas and those at major intersections should apply a level of design that demonstrates their focal role.

e. Windows should be coordinated with the design of building entrances and waiting areas to reinforce exposure between indoor and outdoor areas.

f. Steps and ramps should be architecturally integrated with the building entrance.

Extensive glazing used on the ground floor of this building promotes visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.

Main building entrances should be expressed and detailed through a variety of elements including large entry awnings, canopies or double-height glazing.

Design Guidelines:
Building Façades

a. Buildings with frontages exceeding 12.0 metres should be strategically divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, networks of connected walkways and landscaping.

b. Secondary building façades fronting onto public streets should have a design and materials standard equal to the front or primary building façade.

c. Functional building elements, such as vents or rainwater leaders within the wall plane, should be integrated into the architectural design.

d. Building façades that are facing or are visible from main streets and public spaces should generally provide façade variation in both the horizontal and vertical wall plane to assist in reflecting main street character and scale.

e. Buildings should not have blank façades. Where buildings are prohibited from using windows (i.e. where future adjacent development is anticipated), the side façades should still incorporate a minimum level of articulation. This may include detailed brick work, ornaments or murals.

f. All building façades facing streets and public spaces should incorporate vestibules, frequent building entrances, covered walkways, canopies and awnings along the first storey to provide weather protection and to add visual interest to adjacent pedestrian areas.

Façade variations in the horizontal and vertical wall plane will reflect main street character and scale.

Design Guidelines: Window Treatments

a. Windows facing the street frontage, whether display windows for commercial use or windows for office space, should be large, occupying a significant portion of the street elevation between the ceiling and floor at-grade.

b. Where residential units are proposed at-grade, bay windows or other large windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.

c. Skylights and clerestory windows are encouraged. Skylights can be treated as distinct roof elements and be coordinated with other roof and building elements.

d. Clear glass is preferred for all glazing to promote a high level of visibility. Reflective and tinted glazing may be used in instances where it is an essential component of the design or for reasons of energy efficiency. Spandrel glass should not be used.

e. Natural ventilation systems should be encouraged as an alternative means to air conditioning through the promotion of passive convection cooling and ventilation. Passive systems can minimize mechanical systems for heating, cooling and ventilating buildings.

Porches and Building Projections

a. Building projections including porches, decks, balconies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and useable amenity spaces.

b. The design of porch railings and columns should be integrated with the building and should use complementary materials such as wood, metal and/or other appropriate material.

c. Balconies should be designed as integral parts of the building design. Balconies should be provided for residential apartments.

d. Porch and deck dimensions are encouraged to be generous enough to accommodate furnishings and ensure their active use. For useable sections of the front porch, the minimum depth should be in the range of 1.5 - 2.0 metres.

Louvers control direct sunlight and maximize desirable indirect daylighting.

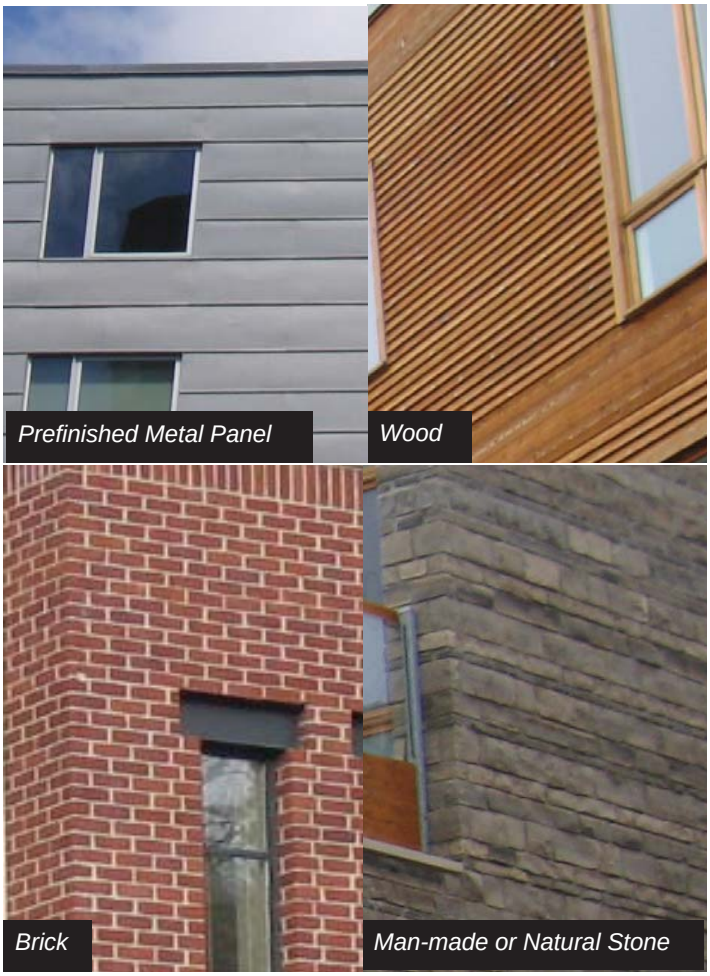
Balconies should be designed as integral parts of the building design.

Design Guidelines:
Building Materials & Detailing

a. The visible façades of buildings should provide a high standard of design, detail and a variety of materials. Wall facing material should be combined to create front building façades with a distinct, well-balanced street presence.

b. Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.

c. Where feasible, buildings should use attractive building materials (i.e. brick, stone, wood). Materials such as stucco, EIFS panels and vinyl are discouraged.



Samples of preferred architectural materials.

Building materials should harmonize with the existing context.

Design Guidelines: Weather Protection

a. Canopies and porticoes are recommended to provide weather protection to pedestrians and to help articulate building elevations and principal building entrances.

b. Weather protection features such as canopies should be allowed to project beyond the property line, provided that there is adequate height clearance.

c. Colonnade design should not overly impede views or access to storefronts.

d. The design of convertible colonnades should be considered to provide climate protection in winter and shaded breezeways in warmer seasons.

Roofs

a. Pitched or sloped roofs may be considered as alternatives to flat roofs for commercial development. Flat roofs and roof terraces are encouraged to be used as private and communal outdoor patios, decks and gardens. “Green” roof technologies are encouraged.

b. Roof materials and colours should complement the building’s cladding materials.

c. Rooftop mechanical equipment should be integrated with the building design and rooftop units and vents should be screened using materials complementary to the building.

d. Parapets or other architectural screening devices should be used to screen rooftop mechanical units.

e. To create greater interest in the skyline, mid-rise buildings may introduce articulation in the upper floors. This can be achieved through the use of terracing and/or architectural elements including projecting roof lines, trellises or vertical elements.

This lightly coloured cool roof has some of the benefits of a green roof and integrates photovoltaic cells to supplement the building energy needs.

Canopies are recommended to provide weather protection to pedestrians and to help articulate building elevations and principal building entrances.

4.5 BUILDING TYPOLOGIES

4.5.1 Mixed Use Buildings

Mixed Use buildings should have a strong relationship with the street. Parking should either be provided on the street or at the rear of the development. Mixed Use buildings with retail located at-grade are encouraged particularly within the Mixed Use/Corridor Area and other Commercial Areas.

General Principles for Mixed Use Buildings

1. **Strong Street Edge:** A human scaled environment should be reinforced through appropriate building height, mass and architectural design. The building base should be articulated with entrances, canopies, large areas of glazing and retail opportunities.
2. **Active At-grade Uses:** Active commercial uses are encouraged at-grade. Office and/or residential uses are encouraged above the first storey.
3. **A Variety of Public Amenities:** Development should address all adjacent public streets and all public spaces. Outdoor amenity areas should be provided, wherever possible, either at the front, side, rear or the roof of the building. This space is preferably located adjacent to indoor amenity space. Outdoor amenities should be in view of residential units and at a location that receives direct sunlight.
4. **Distinct Image and Quality:** The ground floor of buildings should be designed to express the individuality of the commercial or residential unit through architectural expression, entrance doors and windows that address the public realm. Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.

Mixed use buildings with retail at-grade will create the social centres of the community.

4.5.2 Residential Buildings

General Principles for Residential Buildings

The following outlines the general principles for residential design. Detailed guidelines are found in the following section.

1. **Create a Strong Public Face:** As the Town of Cobourg evolves, a large amount of residential development will remain as low-rise single and semi-detached buildings on local streets. The houses that line these streets substantially influence the image and pedestrian experience of the streetscape. House designs that accentuate an attractive and animated building frontage using elements including large windows, front porches and steps combined with architectural variety will contribute positively to the streetscape and aid in casual surveillance opportunities. Garages should not be the dominate feature of the house and should not preclude opportunities to have useable rooms that look out onto the street.
2. **Automobile Storage should be Subordinate:** To reduce the impact of automobile storage, the house façade should have greater expression than the garage through a well articulated façade.
3. **Create Dual Frontages on Corner Lots**: On corner lots, give positive expression to the two street frontages through the use of wrap-around front porches or sunrooms, bay windows and side entrances, where possible. Privacy fencing should be limited to screening the back yard only.
4. **Ensure Creative, High-Quality and Diverse Design:** Housing design is intended to encourage creativity and diverse interpretation of architecture. The design guidelines will enable a variety of housing projects

Housing should incorporate designs with habitable, street facing rooms to promote neighbourhood safety through "eyes on the street"

and styles while still creating cohesive, integrated and attractive neighbourhoods.

5. **Activity & Safety:** An animated residential streetscape is a key design consideration. Housing should incorporate designs with habitable, street facing rooms (i.e. living, dining rooms and kitchens) to promote neighbourhood safety through “eyes on the street”.
6. **Context Sensitive:** The mass, scale and architectural elements of residential buildings should be sensitive to adjoining areas.
7. **Housing Variety & Choice**: A full range of housing types (i.e., detached, semi-detached, townhouse, apartments) should be provided to accommodate a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others). A range of housing types will provide flexibility over time.

A full range of housing should be provided in the Town of Cobourg including semi-detached dwellings (above) and townhouses (next page).

Residential Typologies

Single & Semi-Detached Houses

The guidelines for single and semi-detached residential buildings will provide flexibility in design that encourages a model of development that enhances the look and feel of the community, while integrating with the existing neighbourhoods.

Townhouses

Townhouses will provide more compact, higher-density housing choices than single or semi-detached dwellings and, in some instances, may share outdoor and amenity space. Townhouses may provide the transition between the low-density/low-rise housing and more intense multi-residential forms.

Variations in townhouse form include back-to-back units, stacked units or a courtyard configuration, but generally townhouses should comprise a continuous row along the street within a 2-4 storey building. Each unit should have an entrance from the street at or near grade-level or, in the case of some stacked townhouse units, below-grade entrances may be acceptable.

Apartments

Low and mid-rise apartment buildings are encouraged in the Town of Cobourg in key locations such as along arterial roads, gateway sites and adjacent to the Greenlands System and major community uses.

Townhouses provide a more compact, high density housing choice than single or semi-detached dwellings.

4.5.2.1 Building Variation and Density

The provision of different dwelling types will influence the residential options of the Town of Cobourg by accommodating individuals of different ages, incomes and cultural backgrounds.

Design Guidelines:

a. A range of housing types within neighbourhoods should be encouraged to promote variety and diversity and address changes in market conditions. Housing types may include detached, semi-detached, townhouse, back-to-back townhouses and/or apartments.

b. Housing variety should be achieved on each street and block as a means of strengthening neighbourhood character and providing more choice. Repetition of design (i.e. style, elevation and materials) should be allowed where repetition of building elements is a characteristic of the building or dwelling type.

c. Higher density development should occur in areas that benefit from increased population and have a variety of movement and travel options, including sites located close to:

- The Mixed Use/Corridor Area;
- Large public open spaces; and,
- Larger institutional/community uses.

e) High density development should transition to adjacent low-rise residential areas through appropriate setbacks and building form.

Housing variety should be achieved on each street and block as a means of strengthening neighbourhood character and providing more choice. The above image demonstrates a mixture of single and semi-detached houses.

4.5.2.2 Building Height

New buildings should generally be developed at a height that is consistent with existing properties in the Town of Cobourg. Where taller buildings are appropriate, they should be designed to properly transition to adjacent low-rise areas.

Design Guidelines:

a. The following table generally summarizes the range of appropriate heights for typical housing types.

Type	Height
Single Detached	1 - 3 storeys
Semi-Detached	2 - 3 storeys
Townhouse (Row)	2 - 4 storeys
Apartments	2+ storeys

b. The design of buildings greater than four storeys should be designed to reduce negative impacts on adjacent properties, including shadowing, overlook and potential wind-tunnel effects. Therefore, building height and mass should be appropriate to the scale and use of adjoining development.

c. Height transition should be incorporated into the design of taller buildings, especially when located adjacent to low density, low-rise areas.

New buildings should be developed at a height that is consistent with existing buildings in the Town of Cobourg.

4.5.2.3 Residential Orientation

Residential buildings should be oriented to frame the street and provide a sense of enclosure while also providing “eyes on the street” in order to enhance safety in the community.

Design Guidelines:

a. The main dwelling façade should be located parallel to the street and/or sidewalk, open space or park and in general, line up with adjacent buildings to frame the street. Where the front entrance is accessed from the side yard, the main dwelling façade may be located perpendicular to the street provided that the dwelling façade fronting the street has attractive architectural design and fenestration.

b. Rear lotting should not be permitted.

c. Dwellings on corner and flanking lots should be designed so both exposed façades are oriented towards the street. At these locations, building elements and design should emphasize their visibility and potential role as landmarks or orienting structures within the community.

Dwellings on corner and flanking lots should be designed so both exposed façades are oriented towards the street.

4.5.2.4 Residential Setbacks

Residential setbacks should provide appropriate front, side and rear yard setbacks to control lot coverage and drainage, provide adequate private open space, situate buildings in close proximity to the right-of-way and ensure adequate separation between adjoining buildings.

Design Guidelines:

Front Yard

a. All residential front yards should have a minimum 1.5 metre "no encroachment" area. The balance of the setback may contain non-interior building elements including porches, steps, roof elements, etc.

b. A slight articulation of the front yard setbacks along any street is recommended in order to achieve a diversity of setbacks on the streetscape. Front yard setbacks should generally be a minimum of 3.0 metres to allow for the provision of a useable front porch and allow for a transition between the public and private realm.

Side Yard

a. Interior side yard setbacks for single detached houses should generally be 1.2 metres & 0.6 metres, but 0.6 metres & 3.0 metres for lots with a garage located in the rear yard accessed by a driveway.

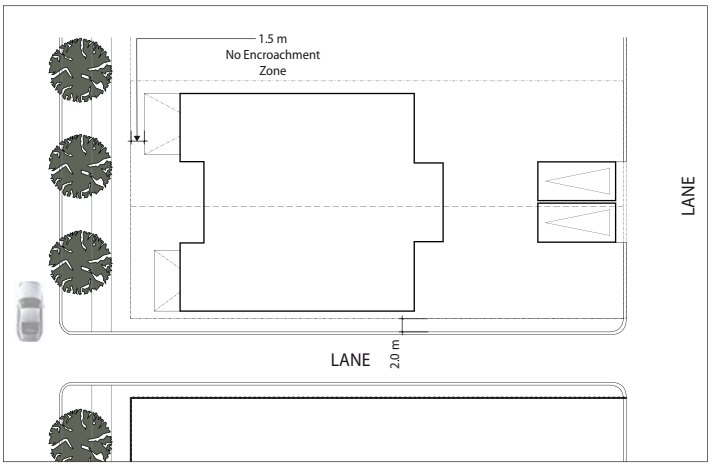
b. On a lot abutting a non-residential use (including a walkway or a lane), a setback from abutting use may be required, depending on the nature of the non-residential use, and the relationship between the two uses. A setback in the order of 2.0 metres should be considered.

Rear Yard

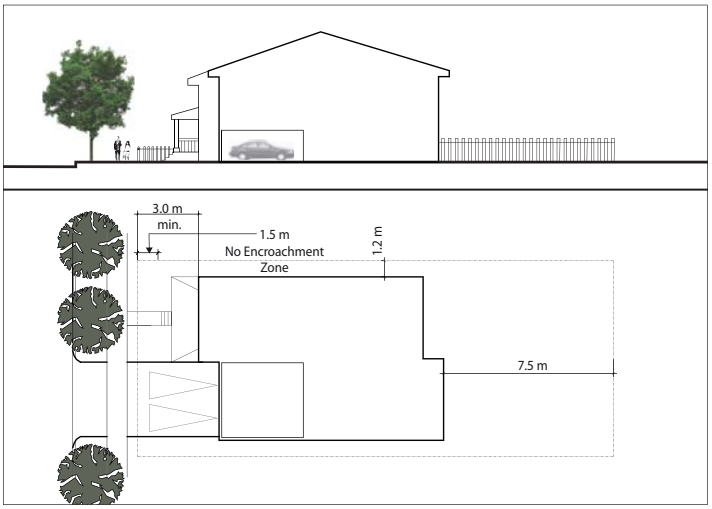
a. On lots accessed by a driveway, the minimum rear yard setback should be 7.5 metres measured from the rear face of the garage or rear property line to the rear face of the dwelling.

b. On lots with a rear yard garages accessed by a lane, the minimum rear yard setback should be 9.0 metres.

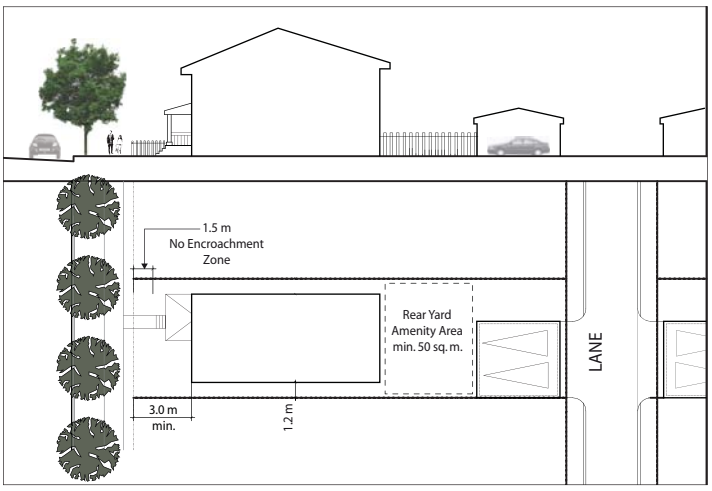
c. Rear yard decks/porches and garden sheds should be permitted as rear yard encroachments, provided the rear yard is a minimum 7.5 metres in length excluding rear yard garages that are attached to the dwelling or are located at the rear of the property (lane or driveway access).



All residential front yards should have a minimum 1.5 metre "no encroachment" area that is free of steps, porches and other protrusions.



Front yard setbacks should generally be a minimum of 3.0 metres.



A 50 square metre rear yard landscaped amenity space should be maintained for single detached and semi-detached dwellings.

4.5.2.5 Articulation & Detailing

A visually rich residential building fabric that promotes a distinct neighbourhood image through the use of materials, building form and architectural styles will contribute to the overall character of the Town of Cobourg. Architecture expressed throughout residential buildings should be varied as well as relate contextually in form and scale. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.

A visually rich building fabric that promotes a distinct neighbourhood image through the use of materials, building form and architectural styles will contribute to the overall quality of the Town of Cobourg.

Design Guidelines:
Walls

a. The front façade of dwellings and garage treatments should maximize the presence of the habitable building façade through useable front porches, grade level windows including front door windows and sidelights and rooms and/or balconies built above the garage. A high standard of design, detail and variety of materials should be combined to create front building façades with a distinct street presence.

b. Flanking façades should have a design and materials standard equal to the front façade treatment.

c. Facing materials including brick, stone and wood/ metal siding are preferred. A variety of details should be used to break up the façade.

d. Wall materials should be selected based on energy and maintenance efficiency.

e. Similar (not identical) details and architectural elements should be used to reinforce the continuity of the street and assist in the creation of a strong neighbourhood image by making the buildings relate to each other without being identical.

The front façade of dwellings and garage treatments should maximize the presence of the habitable building façade where there is direct visibility to the street.

Design Guidelines:
Porches and Building Projections

a. Building projections including porches, decks, canopies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces.

b. Stacked townhouses and other multi-unit dwellings should provide porches and decks as outdoor amenity spaces for upper units.

c. The design of porch railings and columns should be integrated and use complementary materials.

d. Finish materials should extend to all sides of the porch and stairs. The underside of the porch should not be exposed to the street.

e. Continuity of front porch design is recommended between townhouses, attached and semi-detached dwellings. Material and detail variations may occur between porches provided the scale and proportion is maintained.

f. Balconies should be designed as integral parts of the building design. Balconies should be provided for residential apartments, wherever possible, and should apply similar minimum dimension as porches.

g. Wraparound porches/verandas are encouraged on corner lot dwellings or other locations where the side yard of the dwelling is visible.

h. For residential units on the ground floor with direct access from the street, privacy should be enhanced through the creation of a private and/or semi-private outdoor amenity space (including lawns).

Porches act as transitional building elements between the public and private realm and provide weather protection. Continuity of front porch design is recommended between townhouses.

Design Guidelines: Windows

a. Buildings facing or flanking a street, lane or open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and public realm.

b. Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.

c. Window design should be primarily an expression of the interior dwelling use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views and privacy to the individual and adjacent dwellings.

d. Skylights and clerestory windows are encouraged. Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements. Skylights are encouraged to be located behind the roof ridge away from the street view. Clerestory windows should be detailed to provide a structural and coordinated junction between the building wall and roof.

Design Guidelines: Roofs

a. A variety of roof shapes should occur on each block to create individuality of address through differing roof forms. This variety is not required where similar rooflines are a characteristic of the building or dwelling type (i.e. townhouses and semi-detached dwellings).

b. Roof forms should apply a generally consistent roofline in mass and height to adjacent buildings.

c. Roof materials/colours should complement the building materials and the proposed building design.

d. Where sloped roofs are required, a minimum 30-degree slope is recommended.

e. Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express individual dwellings and contribute to a residential character for the overall development.

f. Roof elements including chimneys, dormers, pitches, cupolas and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one dwelling to the next.

g. Incorporating false windows and dormers into buildings is discouraged.

The windows on the front façade of this dwelling create strong visual connections between the private dwelling and public realm.

Townhouses show their individuality through architectural detailing and defined roof form.

4.5.2.6 Attached Front Garages

Front attached garage design should create a balance between the garage and the remaining front house façade. Opportunities to provide front porches, windows and front facing rooms will create more attractive housing and enhance neighbourhood safety through casual surveillance.

Design Guidelines:

a. Garages should be designed so that they are not the dominant feature in the streetscape. Garage door widths should be minimized and should not be wider than 50 percent of the house width. Options to reduce the impact of the garage include setting back the garage face from the principal façade, building a second storey above the garage, integrating glazing and other architectural details within the garage face.

b. Attached garages should not project beyond the front façade of the dwelling or the façade of a porch.

c. Tandem garages (one car parked behind another) are encouraged, where house and lot depth permit, as a method of reducing garage frontage, decreasing the width of curb cuts, increasing the living area located at the front of the dwelling and increasing landscaping opportunities in the front yard.

d. Garage design should be complementary in character and the quality of detail to the principal dwelling, including construction materials, adequate windows and appropriate architectural details.

e. Rear yard garages accessed by laneway or front driveway are encouraged particularly where homes front on arterial roads, parks and schools to promote greater variety and flexibility in the design of the front façade and front yard.

4.5.2.7 Coach Houses

Coach houses should be designed to ensure that the structure is consistent with the existing dwelling while minimizing any adverse effects on the laneway or adjacent properties.

Design Guidelines:

a. Coach houses are permitted for rear garages accessed by a laneway. They should be complementary in character and quality of detail to the principal dwelling.

b. Where possible, stairs to the upper coach house level should be internal, but where they are required to be external, they should be located at the side or rear of the coach house and not in the lane.

c. Coach house windows should be positioned to maximize street or lane overview and minimize overview of adjacent properties.

d. Coach houses should include dormers and windows within the single storey structure and roof.

Garages and coach houses should be complementary in character and quality of detail to the principal dwelling.

4.5.2.8 Driveways & Tandem Parking Guidelines

Design Guidelines:

a. The width of paved driveways on private property as well as driveway curb cuts should be no wider than the width of the garage.

b. Permeable surfaces for run-off are encouraged for driveway paving.

c. Curb cuts should be minimized to increase opportunities for landscaping treatments and more continuous pedestrian access along the street.

d. Corner lots located at the intersection of major streets should generally have driveway access from the minor roadway, with the exception of townhouse blocks, back-to-backs and semi-detached housing.

e. Tandem parking (one car behind another) on 2 car width driveways should not be encouraged in the front yard to reduce excessive garage setbacks and large amounts of front yard surface parking.

4.5.2.9 Rear Lane Guidelines

Design Guidelines:

a. To maintain adequate distance between the vehicular traffic on the lane and the rear of the garage, the minimum separation between the detached garage and the rear lane should be a minimum of 0.75 metres.

b. Rear lane single car garages are encouraged to attach as a pair to provide a consolidated appearance versus many small separate structures.

4.5.2.10 Residential Infill

Infill refers to development in an established area that is complementary to the existing built form with respect to building use, density and architectural detailing. Where infill is proposed it should be designed to respond to the specific residential neighbourhood. Through creative and careful architectural design, it is possible to recognize the existing context and character of a stable residential neighbourhood and allow for the evolution of architectural style and innovation in built form.

Design Guidelines:

a. Residential buildings on infill sites should be designed to respect the height, massing and setbacks of existing developments.

b. Infill development should be consistent with adjacent setbacks to fit into the neighbourhood streetscape and contribute to a continuous public street edge.

c. Varied front yard setbacks are permitted in instances where the setback integrates and preserves an existing natural feature (i.e. mature tree) or where varied setbacks are a characteristic of the neighbourhood.

d. Residential infill should meet current building requirements and incorporate new technologies.

e. Building materials should be complementary to existing built form.

f. Residential infill adjacent to designated heritage buildings and within and/or outside of the Heritage Conservation Districts should comply with the *General Heritage Conservation District Guidelines for the Town of Cobourg.*

Driveways should be no wider than the garage opening and narrower where feasible.

4.5.3 Heritage Buildings

Heritage buildings help to define the contextual character of a community. The most desirable outcome for these buildings is that heritage features be retained or restored and that any changes bring heritage buildings closer to their original exterior appearance.

The Town of Cobourg has over 540 designated heritage properties some of which are not located within Cobourg's 4 Heritage Conservation Districts: Commercial Core District, West District, George Street District and East District. This significant number of heritage properties presents a unique opportunity for the Town of Cobourg to preserve these buildings and structures and to develop new adjacent buildings and renovations that reflect the unique scale and architecture of these buildings.

The intent of the design guidelines is to conserve the authentic heritage character and fabric of the Town of Cobourg and to ensure that new buildings are sensitive to the existing heritage context and character. The design guidelines should be consulted in seeking approval for both modifications to existing designated heritage or heritage-character buildings and development proposals for new buildings.

The following general guidelines, as outlined by the Ministry of Culture (www.culture.gov.on.ca), should apply to all heritage designated properties:

1. **Respect for Documentary Evidence:** Conservation work should be based on historic documentation such as photos, drawings and physical evidence. Where documentary evidence is lacking or absent, examples of comparable buildings in Cobourg or other similar communities should be referenced.
2. **Respect for Original Location:** Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Change in site diminishes heritage value considerably.
3. **Respect for Historic Material:** Repair/conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historic content of the resource.
4. **Respect for Original Fabric:** Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
5. **Respect for the Building's History:** Do not destroy later additions to a building solely to restore to a single time period.
6. **Reversibility:** Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.
7. **Legibility:** New work should be distinguished from the old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
8. **Maintenance:** With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

Marie Dressler House, one of many designated heritage properties in the Town of Cobourg; formerly the birth place of actress Marie Dressler is now home to the Cobourg and District Economic Development and Tourism office (source: www.cobourg.ca).

Victoria Hall is a prominent heritage building in the Town of Cobourg (source: www.cobourg.ca).

In addition to the following general guidelines, please refer to the *Heritage Conservation District Guidelines for the Town of Cobourg*.

Design Guidelines:

a. In general, buildings should be retained or restored. Retaining the façade is not an acceptable substitute to the retention of the whole structure.

b. The height of a heritage building should generally be limited to its existing height, not including the cornice or paraphet, in order to encourage the retention of these building features.

c. Changes to existing buildings should match the pre-established setback of adjacent buildings provided a continuous street wall is the result. This is extremely beneficial on sites where buildings are currently setback from the street or are missing altogether.

d. In the restoration of a heritage building, a heritage architect should be involved to advise on the most appropriate renovation techniques and materials to be employed.

e. The façade material of any building and particularly older buildings should not be changed or covered.

f. Renovate ground floor façades in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged (i.e. columns, cornices, openings, windows, doors, etc.).

g. Where required, doors, windows and other elements should be replaced with models as visually close as possible with the original models.

h. Original doors and windows as well as hardware, roof shingles and other building elements should be replaced with models as visually similar as possible, striking a balance with modern standards of safety and energy efficiency.

i. Buildings should not be altered through embellishment or other decorative means against their initial stylistic intent (i.e. applying Italianate or Victorian embellishment to a modern building's original character).

Development adjacent to designated heritage properties outside the Heritage Conservation Districts such as the properties at Chapel Street (above left) and on Henry Street (above right) should be subject to the guidelines found within this document as well as the General Heritage Conservation District Guidelines for the Town of Cobourg.

4.5.3.1 Heritage Conservation Districts

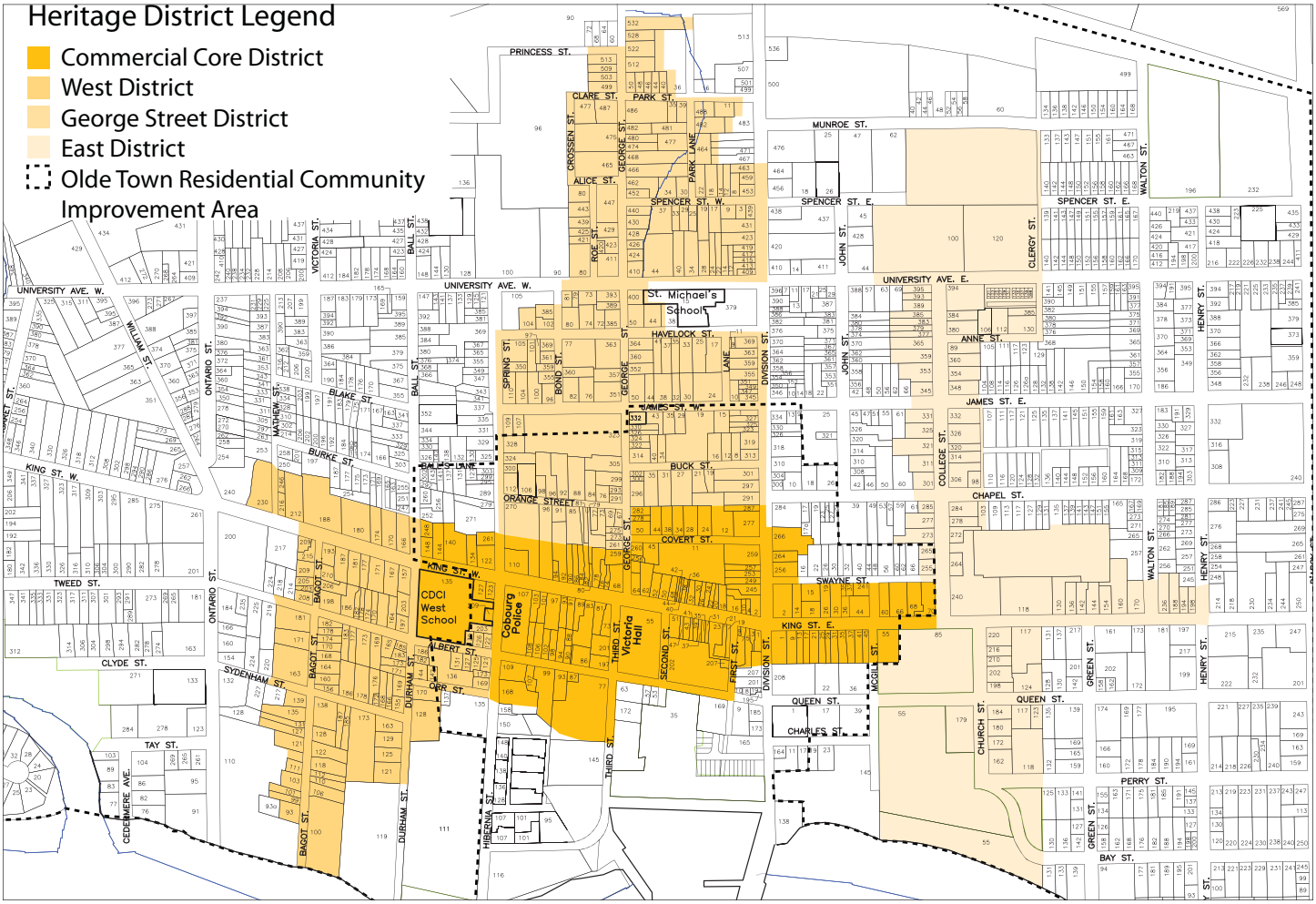
Cobourg's 4 Heritage Conservation Districts include: Commercial Core District, West District, George Street District and East District.

The Commercial Core District includes the existing historic buildings in the King Street Commercial Area. A large portion of buildings have been renovated over the years. In some cases, the renovations have not been compatible with the original building design. The King Street Commercial Area is a key destination in Cobourg and its historic and heritage buildings are a draw for businesses, tourists and residents and should continue to be retained and improved as a civic street with significant historic assets.

West District, George Street District and East District contain a considerable range in the character of the residential areas. The preservation of these Districts is key to maintaining the heritage feeling of the old Town. Each District defines its special character through an established pattern of siting, building massing, landscaping and architectural style.

The West District, George Street District and East District surround the Commercial Core District and form a substantial portion of Old Cobourg. Early heritage homes are characterized by varied garage treatments (i.e. the garage is not dominant) and attractive materials and are located on compact lots to create walkable, pedestrian friendly neighbourhoods. Renovations and new infill projects should be sympathetic to the existing built form and respect the existing context of each District.

A large portion of the Town of Cobourg outside of the Commercial Core District is considered the "Olde Town Residential Community Improvement Area." Though not formally designated, these areas exhibit heritage character and form and require careful consideration regarding infill and additions. Height, massing, scale, relationships and context, compatibility and design are all elements that should be considered.



Cobourg's Heritage Conservation Districts Map (adapted from: http://www.town.cobourg.on.ca/lacac/Heritage_Map_p.pdf).

George Street District

Commercial Core District

West District

Commercial Core District

West District

East District

A sample of Cobourg's designated heritage properties from the 4 Heritage Conservation Areas (Source: http://www.town.cobourg.on.ca/lacac/designatedpropertylist.html).

4.5.3.2 Heritage Infill

As the Town of Cobourg evolves, there will be opportunities for infill development in the Heritage Conservation Districts and adjacent to heritage properties. The existing stock of heritage buildings should be used as inspiration for determining the mass, scale, rhythm and materiality appropriate to promote heritage authenticity.

For new developments a balance between heritage character and creative, context-sensitive architectural design should be sought. New heritage infill buildings should complement yet be distinguishable from existing heritage buildings.

The following guidelines outline how building elements in heritage infill development will respect the heritage context while allowing contemporary interpretations of heritage details and design. In addition to the following heritage infill guidelines, please refer to the Heritage Conservation District Guidelines for the Town of Cobourg.

Infill and new development will look to heritage patterns and materials for design inspiration. New development should complement rather than replicate heritage building elements, encouraging well designed, creative infill and new buildings.

Design Guidelines:

a. New buildings constructed on adjacent sites should not mimic the heritage structure but use sympathetic massing, height, alignment of windows, roofline, location of entrances, treatment of the ground floor and materials.

b. New development should be complementary in height and scale to adjacent heritage buildings.

c. On blocks with significant continuous heritage frontage, the height/width ratio of new development façades shall not vary by more than 10 percent of the height/width ratio of the existing heritage frontage.

d. New buildings should generally match the pre-established setback of adjacent buildings and be consistant with the directions in Section 4.5.2.10. This is extremely beneficial on sites where buildings are currently setback from the street or are missing altogether.

e. On blocks lacking continuous building frontage, consideration should be given to match heights/widths of neighbouring blocks.

f. In infill situations new development should reference the height, street wall setback, and massing of adjacent heritage buildings and/or reintegrate those aspects of heritage design that have been lost in a particular street segment.

g. The proportion of window area in a building's façade and the size and pattern of windows should reflect those observed in nearby buildings.

h. Public works (i.e. signs, lighting, bollards, etc.) should be sympathetic to the character of the building.

This new development respects the building composition and façade articulation of the existing heritage buildings to the right. Note that although the new building has a more contemporary design, it still fits within the heritage character of the area.

4.5.4 Commercial Buildings

There are a variety of opportunities for commercial development in the Town of Cobourg. This includes commercial retail units within the Mixed Use/Corridor Areas and along Arterial Roads as well as Large Format Retail (both interim and ultimate).

Where commercial buildings apply, the highest quality of architecture and site planning is recommended. All buildings should be sited and designed to be compatible with the Town of Cobourg's urban context and the character of adjacent development. Shallow setbacks, on-street parking and/or placing parking at the rear of the building all contribute to a strong relationship between the street and commercial buildings.

General Principles for Commercial Buildings

1. **Strong Street Edge:** All commercial retail development, including Large Format (or 'Big Box') uses, should provide continuous physical definition to streets and public spaces. Physical definition is achieved by locating buildings close to the street edge, direct access from the sidewalk with off-street parking located behind buildings or in parking decks and structures.
2. **Recognize the Urban Context:** Commercial retail development contributes to an urban, pedestrian focused public realm. The provision of flexible building forms that will allow retail to be integrated into buildings at-grade, as market conditions permit, will ensure the Town of Cobourg's evolution towards a truly urban community.
3. **A Mix of Uses and Sizes:** Although low-rise mixed use development may dominate in the Mixed Use/Corridor Areas, a mix of land uses and unit sizes should be provided where possible to increase diversity and flexibility.
4. **A Variety of Public Amenities:** Development should provide a variety of public amenities including urban squares, landmark features and art installations to promote a positive site appearance, pedestrian activity and social interaction.

Design Guidelines: General

a. At-grade, commercial buildings should contain active office or commercial space. Office uses on the second floor and above are encouraged.

b. Only street level units should have separate entries, all other units should share a single main entrance and lobby. Providing additional secondary entrances to a development helps animate the street while the main entrance defines the symbolic entrance and civic address.

c. Pedestrian amenities should be provided including walkways that connect entries, seating and human scaled lighting.

d. Open spaces between buildings should be well landscaped, at the street edge and through parking areas.

e. Excessive signage and illumination should be avoided. Roof lighting and illuminated awnings are all strongly discouraged.

Example of large-format retail stores presenting an articulated and animated street frontage that supports an active public realm.

4.5.4.1 Large Format Retail

Large format retail stores pose significant urban design challenges in terms of building scale, design and parking requirements. The following guidelines recognize that some large format retail will be interim, or short term (see Section 4.5.4.3), while other opportunities will permit large retail developments to achieve a more long term urban form from the outset. The Town of Cobourg should work with developers to assure the highest form of corporate architecture is achieved.

Design Guidelines:
Building

a. Opportunities to provide more compact building forms should be considered including multi-storey stores and reduced building setbacks.

b. Excessively long façades should incorporate architectural detailing, entrance features, recesses and projections along the length of the façade.

c. Smaller retail units should, where feasible, form part of the principal building and have display windows and separate entrances.

d. The primary building entrance should face the street. Additional building entrances may be provided to improve building access. Site planning and building design should ensure reasonable visibility of all building entrances to promote natural surveillance opportunities.

e. The principal building entrance should be highly visible with features such as canopies or porticos, arcades and landscaping.

f. Predominant exterior building materials should consist of attractive materials such as brick, wood or stone. Stucco, concrete block or Exterior Insulation Finishing System (E.I.F.S.) panels can be used, but in moderation.

g. Exterior materials should be varied in colour and texture, where appropriate, to provide architectural interest.

h. False upper floors are not recommended. All floors visible from the street should be functional.

Setbacks

a. Large retail stores should be designed to be conducive to a vibrant and active street life, including direct street frontage and, in instances where the building is required to be setback, the placement of smaller retail or mixed-use buildings at the street edge or along major drive aisles.

b. Community amenities, such as seating areas, water features, and public art installations, should be considered within setbacks to a public street or at specified site locations.

Pedestrian Infrastructure & Streetscaping

a. Sidewalks should be provided on both sides of all adjacent public streets to facilitate pedestrian movement and access. Continuous tree planting and/or other landscape treatments should be considered.

b. Where a continuous internal pedestrian walkway is provided from the perimeter public sidewalk to the principal store entrances landscaping, benches and pedestrian-scaled lighting should be provided

c. Internal pedestrian walkways should be distinguished from driving surfaces through the use of concrete or special paving to enhance pedestrian safety and the attractiveness of the walkways.

The primary entrance design should incorporate attractive architectural treatments such as clerestory windows and materials.

Site Layout & Parking Areas (refer to Section 4.3.1 Surface Parking)

a. Large retail stores should be integrated into a consistent pattern of streets or private drives and blocks

b. Large surface parking lots located between the front façade of the large format retail building and the primary abutting street should be discouraged. Infill development along the street line should be promoted to reduce the visual impact of large format parking areas.

c. Parking areas should incorporate pedestrian walkways, where feasible, to enable safe and direct movement to principal customer entrances.

d. Where possible, landscaping islands and modules should be located at each end a row of parking spaces.

Public amenities should be provided within large format retail blocks. Plazas and areas for socializing provide users with places of respite.

4.5.4.2. Commercial Retail Units

Outside of the Mixed Use/Corridor Areas, the arrangement of smaller commercial retail units (CRUs) that align walkable "main streets" with a consistent rhythm of entrances is strongly encouraged.

Design Guidelines:

a. The location of smaller-format Commercial Retail Units (CRUs) can be used to define street edges, courtyards, terraces and other public open spaces.

b. CRUs may be located and designed to create a 'main street' shopping environment through their continuous alignment and, where feasible, multi-storey façades.

c. Building entrances should be located on the street side of the building. If this is not possible, a clear and direct pedestrian route from the public sidewalk to the entrance should be provided.

d. The co-location or close proximity of retail commercial units and the coordinated alignment of entrance doors is encouraged to facilitate sequential shopping.

e. Areas not required for servicing between buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas).

f. CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.

Large expanses of glazing help to define the pedestrian realm surrounding the smaller format commercial retail units.

4.5.4.3 Interim Uses

The Downtown Area currently provides for the densest development and the highest order activities in the Town of Cobourg including a full range of residential, retail and service commercial, entertainment, cultural, and business uses. However, as the Town of Cobourg evolves, mixed use development is encouraged along arterial roads, including Elgin Street, King Street, Ontario Street, Burnham Street and Division Street. Ultimately it is intended that development fronting onto these streets will become true mixed-use urban buildings and therefore, flexible building forms that can transition to other uses are encouraged. Lofts and apartments with floor heights that permit change of use on the ground and upper floors are building types that will support this desired flexibility.

General Principles for Interim Uses

1. **Building Placement:** Development and building placement should be planned on the basis that intensification may occur, either by future phases of development around them, by intensification or redevelopment of the buildings themselves, or both. Except for minor buildings and structures, buildings and other facilities should be designed for the long term. Accordingly, buildings should be located on the site to the urban standards set out in this document and planned so that future phases of intensification are not overly constrained.
2. **A Mix of Land Uses:** A diverse mix of land-use will promote excellent pedestrian and transit access from the outset. To maintain vibrancy and active day and evening uses within the Downtown Area and along arterial roads, densities supportive of transit and a healthy social mix should be provided.
3. **Density Distribution:** The highest density of development should be concentrated in the Downtown Area and along arterial roads, especially where two arterials intersect.
4. **Building Scale:** The design guidelines should be used for low, mid and high-rise buildings to ensure appropriate relationships between different building scales, and to help integrate intense urban development by making it more attractive and sustainable.
5. **Community Connections:** A well-defined street and open space network should foster connections between the Downtown Area, the Main Employment Area and the adjacent neighbourhoods.
6. **Shadow Impacts:** Shadow impacts for taller buildings and structures in the Downtown Areas and along arterial roads should be considered in the design process and balanced with goals for intensification.
7. **Large Format Retail:** Large format retail stores pose significant urban design challenges in terms of building scale, design and parking requirements. Development of these stores may also be interim and not represent the ultimate long term build out of the site. The following guidelines recognize that some large format retail will be interim, or short term, while other opportunities will permit large retail developments to achieve a more long term urban form from the outset.
8. **Surface Parking Lots:** In mid and higher density residential areas, surface parking lots will generally be used for "interim" developments and as a component of higher density residential, mixed-use, commercial or employment uses, such as hotel or office complexes.

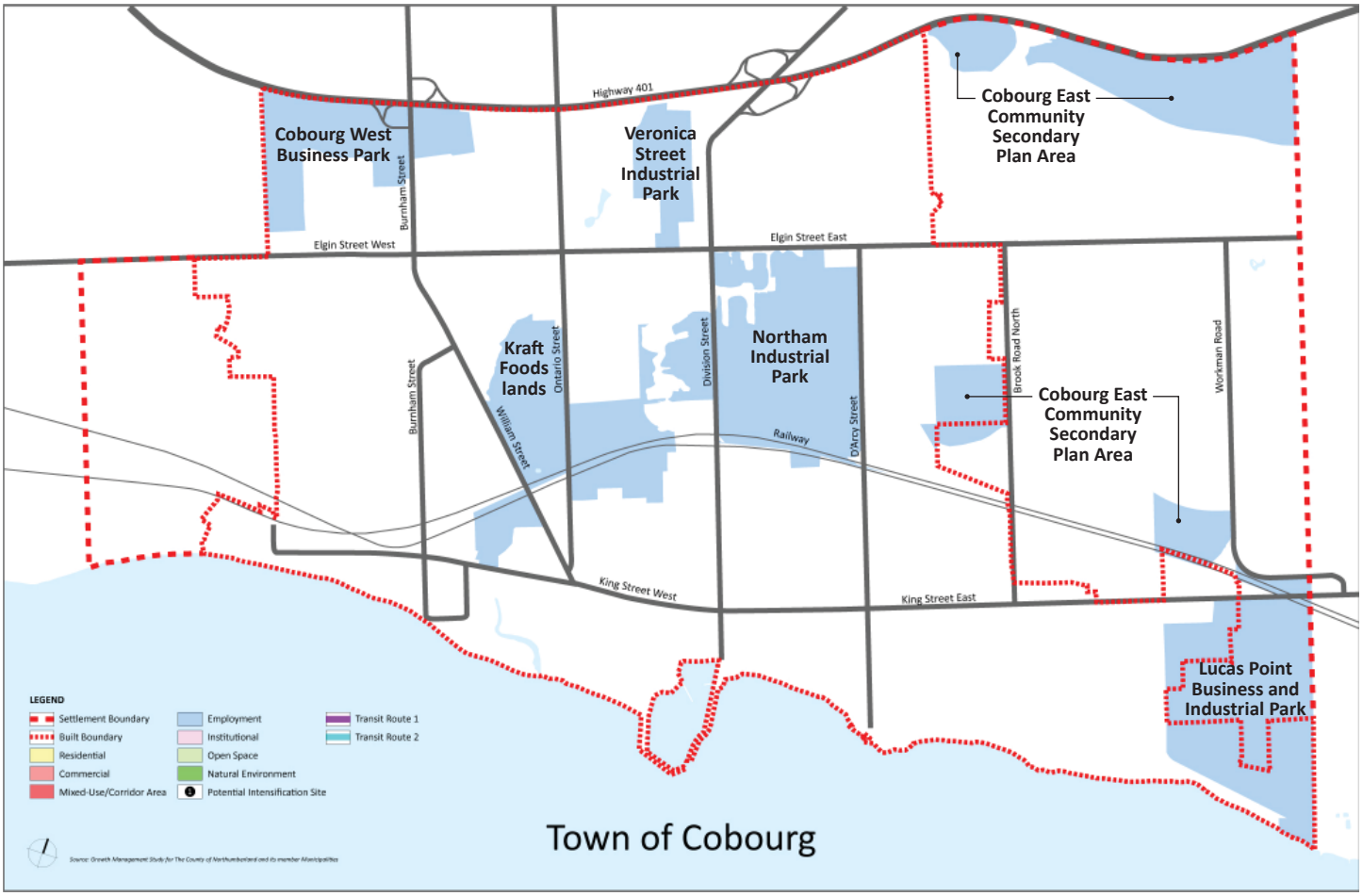
Multi-storey, large format retail buildings should have aesthetically pleasing architectural treatments, such as clerestory windows and materials.

4.5.5 Employment Buildings

The Town of Cobourg has a significant amount of land designated for employment uses concentrated in five employment nodes, including: Cobourg West Business Park, Kraft Foods lands, Northam Industrial Park, Lucas Point Business and Industrial Park and the Cobourg East Community Secondary Plan Area. The employment areas are divided into three categories: General Industrial, Light Industrial and Business Park.

As a major employment centre in Northumberland County, the redevelopment of employment lands in the Town of Cobourg should ensure a mix of uses and utilize a high level of design to attract new business to the Town and to promote Cobourg's place as an employment node within the County.

In addition to the guidelines below, please refer to Section 4.2 for general land use and site design guidelines.



Building Typologies

Business Park Zones

The majority of Business Park Zones are located in the Cobourg West Secondary Plan area adjacent to Highway 401. The Business Park designation will contain buildings with the highest site and design standards. Buildings along the Highway 401 frontage will be designed to promote a distinct image of the Town of Cobourg and its employment uses. Buildings at the interchange and Burnham Street will act as a gateway into the Town and should address the street and utilize attractive building materials.

Design Guidelines:

a. Minimum and maximum setback lines are encouraged in order to define a more urban street edge. In general, the required minimum building frontage should be in proportion to the lot frontage. The proposed front yard setback and the percentage of building frontage required should increase proportionally for wider lots.

b. The most substantial treatments to the building should be applied to the façade fronting the public street and corner buildings should address both street frontages.

c. A maximum of 75 percent of the interior side yard is permitted for service or loading and must be setback a minimum of 10.0 metres from the front building façade.

d. Permitted uses may include offices, hotels and light industrial uses.

e. Open storage should be minimized in Business Park areas and, where permitted, should be extensively screened and properly sited away from views..

The use of attractive materials should be employed in the design of employment buildings (source: DesignGroup).

General & Light Industrial Zones

General Industrial District Zones in the Town of Cobourg are located on the Kraft Foods lands and within the Northam Industrial Park. General Industrial District Zones may include a range of industrial and manufacturing uses and are located in the interior of the block structure.

The Lucas Point Business and Industrial Park contains the largest amount of land designated Light Industrial.

Design Guidelines:

a. Buildings should address the street in order to define a more urban street edge. The highest quality of building design should be applied to the building façades facing the public street or open space. Corner buildings should address both street frontages.

b. Minimum amounts of parking should be located in the front yard.

c. Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas.

d. Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.

The loading area for this building is located off the primary road and screened using landscaping.

4.5.5.1 Site Design

Gateway & Prestige Sites

Gateway sites should be defined by high profile buildings that are of a high-quality architectural design. These sites should also introduce enhanced landscaping or streetscaping treatments. Gateway buildings should be designed as prominent focus buildings to capitalize on their high visibility and access to surrounding areas. Taller, articulated building elements in the form of towers, bays or other details should be used to emphasize the focal nature of these buildings, particularly at the intersections.

Potential gateway sites include the lands adjacent to Highway 401 at the Burnham interchange in the Cobourg West Business Park and the Employment lands at key intersections including the intersection of William Street and the rail lines on the Kraft Food lands site and the Division Street and rail line intersection within the Northam Industrial Park.

For more specific guidelines related to gateway and prestige sites, please refer to the Town of Cobourg Gateway Guidelines prepared by Marshall Macklin Monaghan Limited.

Enhanced landscaping and high quality architectural design should be used to promote gateway employment buildings in key areas.

Employment Sites & Natural Features

The Kraft Food lands and the Lucas Point Business and Industrial Park are adjacent to major natural environment features including Cobourg Creek and Lake Ontario respectively. Site design for these sites should explore opportunities to integrate the natural setting into building and site design.

A balanced design approach is recommended which integrates landscape, topography and special features with site access requirements including roads, driveways, parking, service and loading areas to create an integrated building and site setting. Features of the sites, such as significant tree stands, topographical features and watercourses should be integrated into the building location and site design.

Design Guidelines:

a. Buildings should respond to open space opportunities, providing a scale and pattern of development that supports pedestrian activity between grade level building uses and adjacent open space, courtyards, walkways and other site plan elements.

b. Building orientation or massing should optimize connections and views to the natural environment features.

c. Stormwater management ponds should be integrated with the design of employment uses.

d. Opportunities to create 'green' parking courts that apply a high degree of landscape treatment and/or biofiltration for stormwater run-off should be considered.

This building was designed to frame the stormwater management pond to maximize views to this feature and surrounding open space.

Street-Related Employment Sites

Street-related sites should be developed with a continuous frontage of buildings along the front property line. Buildings in the street-related sites should be designed to foster a more urban character and create streets that encourage walking traffic. Buildings along key streets including: Burnham Street, William Street, Ontario Street, Division Street, D'Arcy Street and Brook Road should be designed to address the street.

The scale and siting of buildings will contribute to the pedestrian-orientation of the street. The street edges should be defined through the introduction of minimum and maximum building setbacks and creating direct pedestrian access from the street. By locating surface parking at the rear or sides of buildings on these sites and limiting the percentage of frontage that can be allocated to parking, a continuous street edge can be developed.

Design Guidelines:

a. Minimize building setbacks to define a more consistent and urban street edge design. Street-related design is generally encouraged throughout the Town and in particular for buildings facing primary roads including Division Street, William Street, D'Arcy Street and King Street.

b. Buildings should face the public street and apply the highest design standards to visible primary building elevations.

c. Where retail and service commercial uses are permitted in the employment areas, active uses including accessory uses and service uses, such as cafes and convenience retail, should be located at-grade along public sidewalks to reinforce a sense of street vitality.

d. Surface parking areas should be located in the side and rear yard. A minimal amount of surface parking may be located in the front yard.

Buildings should face the public street and apply the highest design standards to visible primary building elevations (source: DesignGroup and Bregman + Hamman Architects, respectively).

4.5.5.2 Site Layout

Site layout should promote safety for those who may be travelling through or working in the Employment lands.

Design Guidelines:

a. Site design should encourage safe public use and natural surveillance opportunities, particularly after dark and provide users with informed choices for alternative pedestrian routes.

b. Wherever possible, the character and scale of materials used in the building should be carried through in those chosen for pathways, courtyards and areas directly surrounding the building to contribute to a cohesive and integrated image of the development.

c. Where required to monitor access to a site or individual building, guardhouses and security gates should be located in an unobtrusive manner and utilize materials that are complementary to the main building. Checkpoints should be located so that they do not conflict with travel routes or restrict the queuing of vehicles.

4.5.5.3 Building Height & Massing

Buildings in the Employment lands should reinforce a pedestrian scale through appropriate heights and massing.

Design Guidelines:

a. Buildings should be designed to provide a height transition to surrounding higher or lower scale developments, the public realm and open spaces to minimize the impacts of shadowing and overlooking.

b. The mass of a large building should be divided into a group of buildings clustered into a campus development to create a sense of community.

c. Visual Angular Plane Analysis should be used in combination with other tools (i.e. sun/shade analysis, 3D modelling) to determine appropriate building envelopes. A visual angle is typically measured from pedestrian areas opposite to the proposed development of from the boundary of an adjacent property.

The Husky Corporate Campus in Bolton, Ontario incorporated a number of sustainable site design elements including: an interconnected, covered pedestrian walkway/trail system and landscaped 'green' parking areas that subdivide the large parking area.