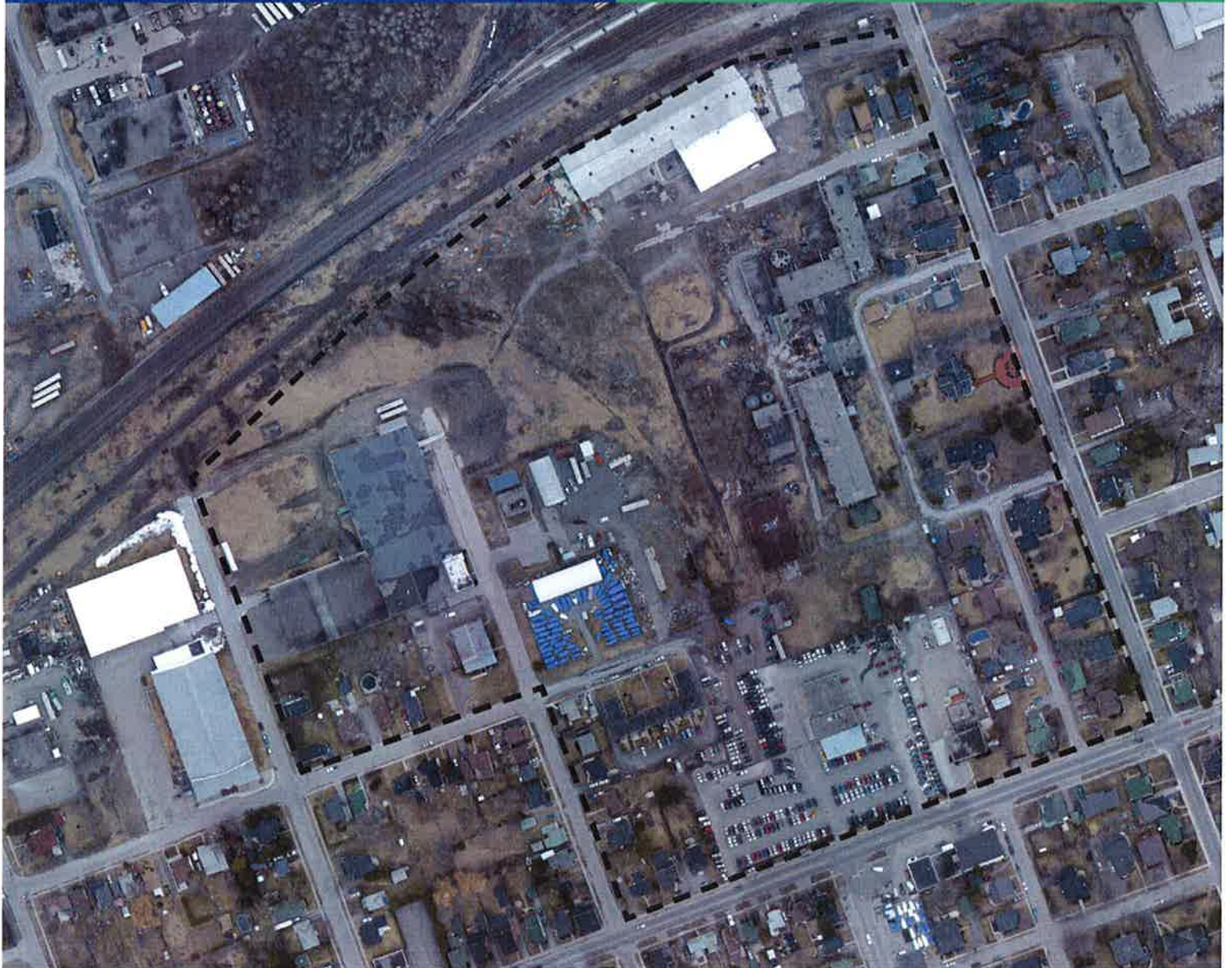


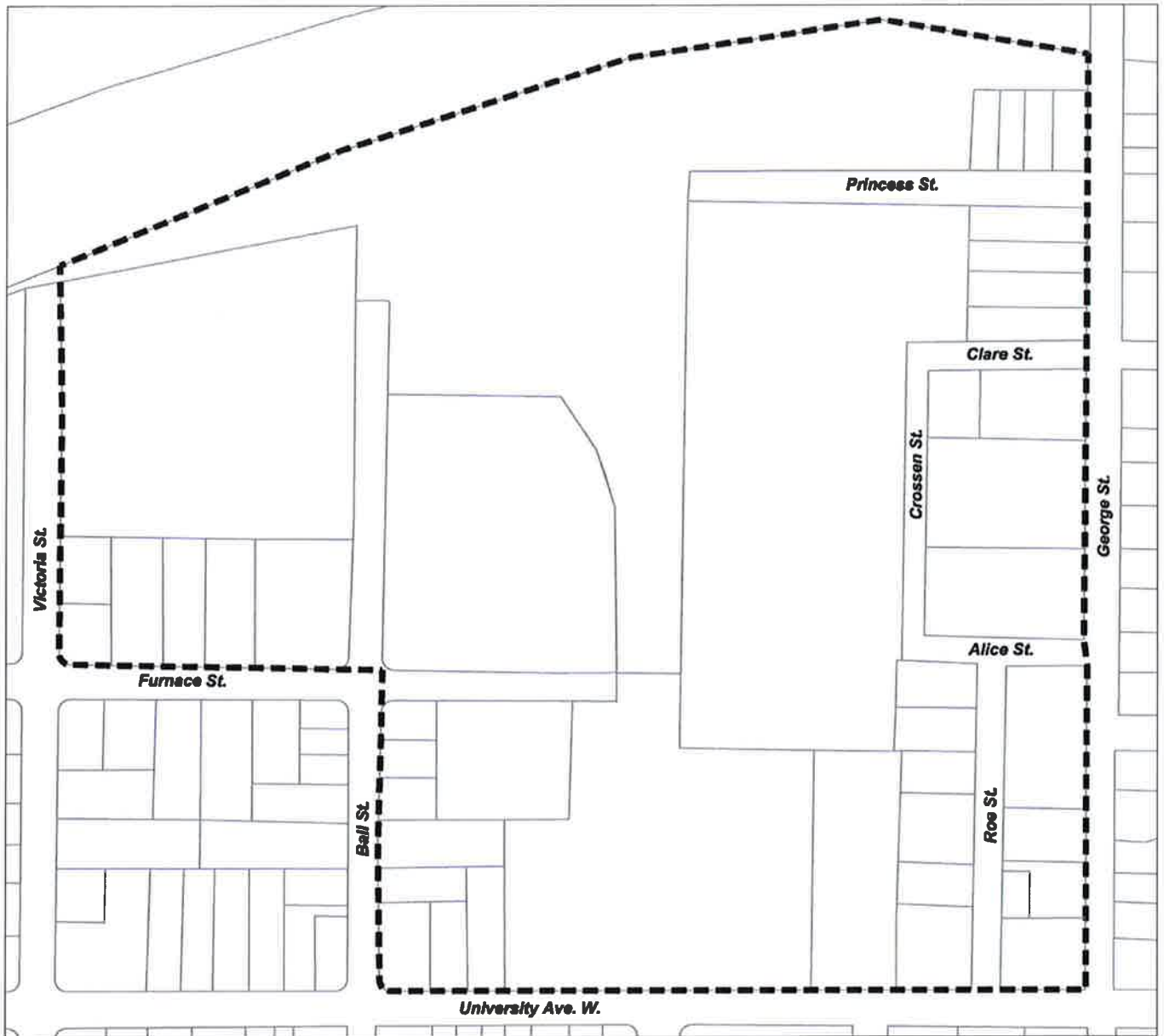
The Town of Cobourg Tannery Community Improvement Plan

Charrette Summary

December 17th, 2009

Brook McIlroy Planning + Urban Design





The Tannery District Community Improvement Plan Study Area



The Tannery District is characterized by a number of large undeveloped or underutilized parcels which should transition to a mixed-use neighbourhood.



TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY	01
2.0 INTRODUCTION	03
3.0 POST-IT NOTE SUMMARY	04
4.0 WORKSHOP EXERCISES	05
5.0 CONCEPT PLAN	19

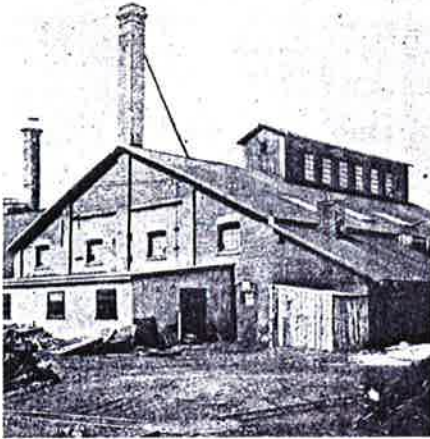
APPENDIX A: POST-IT NOTE EXERCISE RESULTS

APPENDIX B: VISUAL PREFERENCE SURVEY RESULTS



Large, warehouse style buildings characterize the industrial uses that currently occupy much of the Tannery District (left). Along University Avenue West, Thomas Motors has a large lot of surface parking directly adjacent to the street.

1.0 EXECUTIVE SUMMARY



Redevelopment of the Tannery District should respect the existing industrial history.

The Tannery District is one of the oldest industrial districts in the Town of Cobourg and is comprised of the former Tannery property (a large brownfield site), as well as the adjacent properties between George Street, University Avenue West, Ball Street, Furnace Street, Victoria Street and the railway line. Included in the Official Plan as part of the Olde Town Community Improvement Area, the Town of Cobourg has long recognized the importance of redeveloping the Tannery District.

As part of the Tannery District Community Improvement Plan, Macaulay Shiomi Howson Ltd. (MSH), in association with Brook McIlroy Planning + Urban Design | Pace Architects (BMI|Pace), held a design charrette with the community of Cobourg on November 19th, 2009. The objective of this charrette was to gather feedback from the community, including local residents, business owners and members of Sustainable Cobourg, to help guide the sustainable development of the Tannery District, including its connections to the surrounding area and its relationship to the Town of Cobourg as a whole.



Streets should be designed, according to their role, as complete streets, with parking, cycling lanes, and streetscape improvements (e.g. street trees, seating, landscaping, etc.).