

PLANNING JUSTIFICATION REPORT

*ELGIN STREET WEST SUBDIVISION
HELI HOMES INC.
TOWN OF COBOURG*



Submitted By:

RFA Planning Consultant Inc.

202-211 Dundas Street East, Belleville, Ontario, K8N 1E2

MAY, 2021



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1. INTRODUCTION

1.1 The Elgin Street West Subdivision Project

RFA Planning Consultant Inc. was retained by Heli Homes Inc., to undertake professional planning services for the Elgin Street West subdivision project. Applications for Approval of a Plan of Subdivision and Condominium Description have been filed concurrently with the Town of Cobourg. This Planning Justification Report has been prepared in support of these applications.

The subject land is situated on the north side of Elgin Street West within Neighbourhood Planning Area 6. It is proposed to develop the land as a twenty-four (24) lot subdivision with a condominium road providing access to Elgin Street West. The subdivision will be comprised of twenty (24) blocks for townhouse dwellings, a block for the Common Elements Condominium, which will accommodate the private access road, also consisting of site services, parking and storm water management and a block for a 3-metre road widening of Elgin Street West. The residential lot areas will range from 215 square metres to 276 square metres. The lots will be serviced with municipal water and sewage.

The Common Element Block (Part 26) will be registered as a Plan of Common Elements Condominium. The condominium road will be owned and maintained by a condominium corporation that is established from the registration of the condominium. Each lot in the subdivision will be defined in the Condominium Declaration as a Parcel of Tied Land (POTL). Collectively, the 24 lot owners will own and maintain the land on which the private condominium roadway is situated.

In 2007, a portion of the site (No. 440) was rezoned to Multiple Residential Type 4 Holding (R4(H)) Zone through amending By-law Number 056-2007. The Holding (H) Symbol shall not be removed for the subject lands until a Site Plan (Development) Agreement has been entered into between the Municipality and the landowner, dealing specifically with such matters as building location and orientation, streetscape design, landscaping, tree protection, screening, servicing, grading, parking, lighting, refuse facilities and other application matters pursuant to Section 41 of the Planning Act, R.S.O. 1990, c.P. 13, as amended. More recently, in January, 2016, the entire site (Nos. 440 and 448) received minor variance approval (File No. A-08-14). The nature and extent of this minor variance was for a previous development concept, to reduce the minimum north-west interior side yard to 1.25 metres, the minimum north-east interior side yard to 1.41 metres and to reduce the minimum distance between exterior walls of two-storey townhouse buildings to 3 metres.

1.2 Site Location & Context

1.2.1 Legal Description:

The subject lands consist of two (2) parcels with Property Identification Numbers 51084-0272 and 51084-0273 and are civically known as 440 and 448 Elgin Street West.

The site is legally described as Part of Unnumbered Lot, Block B, Caddy Plan (Formerly Lot 20, Concession 1, Township of Hamilton), Part 2 of Plan 39R-2345, Except Part 17 of Plan 39R-3282, Town of Cobourg, County of Northumberland.

1.2.2 Site Area and Frontage:

The subdivision is approximately 7,605.24 square metres (81,862.12 square feet) in area and has 126.50 metres (415.03 feet) of frontage along the north side of Elgin Street West.

1.2.3 Surrounding Land Uses:

The surrounding land uses are indicated below:

To the east: Minnie Pennell Arboretum and greater Greenland system (OS Zone and EC Zone);

To the west: medium-density residential (R4 Zone); Northumberland Mall (approximately 500 metres)

To the north: low-density residential (R3 Zone); Walmart, Home Depot, Northumberland Hills Hospital (approximately 1 kilometre)

To the south: Best Western Plus Cobourg Inn & Convention Centre and Fellowship Baptist Church (DC Zone and I Zone).

Figure 1 – Location Map below shows the location of the subject property on an aerial image. A site investigation was undertaken on April 27, 2021. Photographs from the site investigation immediately follow **Figure 1**.



Figure 1: Location Map – Subject property outlined in green.



East Entrance – View looking north west from Elgin Street West; Minnie Pennell Arboretum entrance (right).



Lots 11 to 14 – View looking north from Elgin Street West.



Lots 9 to 12 – View looking north Elgin Street West.



Lots 7 to 14 – View of Elgin Street West streetscape looking north east.



Lots 6 to 10 – View looking north from Elgin Street West.



Lots 2 to 5 – View looking north from Elgin Street West.



Lot 1 – View of proposed west entrance and west property line (centre) looking north.



West Entrance Area – View looking west; 494 Elgin Street West condominiums (background) and parking (foreground).



West Entrance Area – View looking west near proposed transformer; 494 Elgin Street West condominiums (background) and parking (foreground).



Lot 22 – View looking north east; 948 and 952 Fraser Court (background)



Lot 15 – View from north west corner looking north; 952 Fraser Court (background); trail to Fraser Court (foreground).



Minnie Pennell Arboretum – View of trail looking north west; single-detached dwellings on Tillison Avenue (background).



Minnie Pennell Arboretum – View of storm water management pond from trail looking north east; single-detached dwellings on Tillison Avenue (background).



Minnie Pennell Arboretum – View of trail looking south east; storm water management pond (centre-left).



Minnie Pennell Arboretum – View of trail looking south; storm water management pond (centre-left); Elgin Street West (background).

2. PROPOSED DRAFT PLAN

Figure 2 – Draft Plan of Subdivision prepared by ERTL Surveyors, is the subject of the application to the Town of Cobourg. The draft plan illustrates the proposed lot configuration.

Figure 3 – Common Elements Condominium prepared by ERTL Surveyors, illustrates the proposed shared access block, which also consists of common parking, mailboxes, hydro transformers, portion of retaining wall and underground storm water storage tank.

Figure 4 – Development Site Plan dated July 02, 2020, prepared by Henry W. Chiu Architect, illustrates proposed building footprints, parking and access arrangements along with the configuration of decks, balconies, porches and stairs, mail boxes, retaining walls, tree plantings and surrounding land uses.

Table 1 summarizes the land use of the subdivision as follows:

Table 1: Land Use Summary

Land Use	Area (m ²)	Area (%)	Units
Parts 1 to 24 – Freehold Townhouse Lots – 7.4m Min. Frontage (215.0m²)	5,337.1	73.9	24
Part 26 – Common Element – Proposed Road, Walkway, 7 Visitor Parking Spaces, Storm Water Facility	1,888.0	26.1	
Site Total	7,225.1 m ²	100.0 %	24
Part 25 – Road Widening to be Conveyed to Town of Cobourg	379.3		
Overall Subdivision Density (net) – 45 units per net hectare			

- Two proposed entrances to Elgin Street West.
- Grid-like, crescent road pattern.
- 10-metre wide condominium road allowance – consisting of common parking, mailboxes, hydro transformers, portion of retaining wall and underground storm water storage tank.
- Walkway wrapping around internal block will integrate with public sidewalk along Elgin Street West.

- Subdivision will be serviced by municipal water and sewage.
- Retaining wall along east property line and along most of the north property line.
- 24 freehold townhouses proposed.
- 2 private parking spaces provided on each lot (one driveway space and one garage space)
- 7 common element parking spaces (includes 1 barrier-free parking space).
- Cash-in-lieu for parkland proposed.

Integration

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 1.0002176
 BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK (RTN), AND ARE REFERRED TO THE CENTRAL MERIDIAN OF THE UTM ZONE 17, NAD 83 (CSRS) (2010.0)
 FOR BEARING COMPARISONS A COUNTER-CLOCKWISE ROTATION WAS APPLIED TO BEARINGS ON PLANS SHOWN IN LEGEND AS FOLLOWS:
 P1 - 1°56'30"
 P2 - 1°56'00"
 P4 - 2°03'10"

POINT ID	NORTHING	EASTING
A	4872728.6	725243.7
B	4872745.1	725291.3

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OF BOUNDARIES SHOWN ON THIS PLAN.

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

Plan 39R-
RECEIVED AND DEPOSITED :

DATE : _____, 2021

DATE : _____, 2021

Lawrence O. Ertl
ONTARIO LAND SURVEYOR

REPRESENTATIVE OF THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF NORTHUMBERLAND REGISTRY OFFICE (No.39)

Metric DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Schedule

PART	BLOCK	PLAN	ALL OF P.I.N.	AREA (m ²)
1				227.4
2				215.8
3				216.0
4				216.2
5				216.4
6				216.4
7				216.4
8				230.8
9				230.7
10				216.0
11	BLOCK 1	39M-XXXX	51084-XXXX	215.8
12				215.8
13				215.7
14				226.1
15				276.0
16				221.9
17				216.0
18				223.7
19				223.6
20				215.5
21				215.3
22				215.2
23				215.0
24				239.4
25				379.3
26				1888.0

PLAN OF SURVEY OF
BLOCK 1
REGISTERED PLAN 39M-XXXX
TOWN OF COBOURG
 (COUNTY OF NORTHUMBERLAND)
 SCALE 1:300



ertl surveys 2021
 Ontario Land Surveyors

Legend

- DENOTES SURVEY MONUMENT FOUND
- DENOTES SURVEY MONUMENT SET
- SSB DENOTES STANDARD IRON BAR
- SSB DENOTES SHORT STANDARD IRON BAR
- IB DENOTES IRON BAR
- CU DENOTES CUP
- DENOTES ORIGIN UNKNOWN
- DENOTES MEASURED
- DENOTES CUT CROSS
- RP DENOTES REGISTERED PLAN 39M-XXXX
- P1 DENOTES PLAN 39R-5282
- P2 DENOTES NORTHUMBERLAND CONDOMINIUM PLAN No.2
- P3 DENOTES PLAN 39R-XXXX
- P4 DENOTES PLAN 39M-739
- P5 DENOTES PLAN 39R-747
- 765 DENOTES HORTON & WALLACE LTD., O.L.S.
- 1056 DENOTES CULHAM, WALLACE & DAVES LTD., O.L.S.
- 114 DENOTES K.F. LASHLEY, O.L.S.
- 1305 DENOTES GARY LLOYD PARKER, O.L.S.
- FDN DENOTES FOUNDATION
- BRK DENOTES BRICK
- BF DENOTES BOARD FENCE
- WPF DENOTES WOODEN PICKET FENCE
- N/S/E/W DENOTES NORTH/SOUTH/EAST/WEST

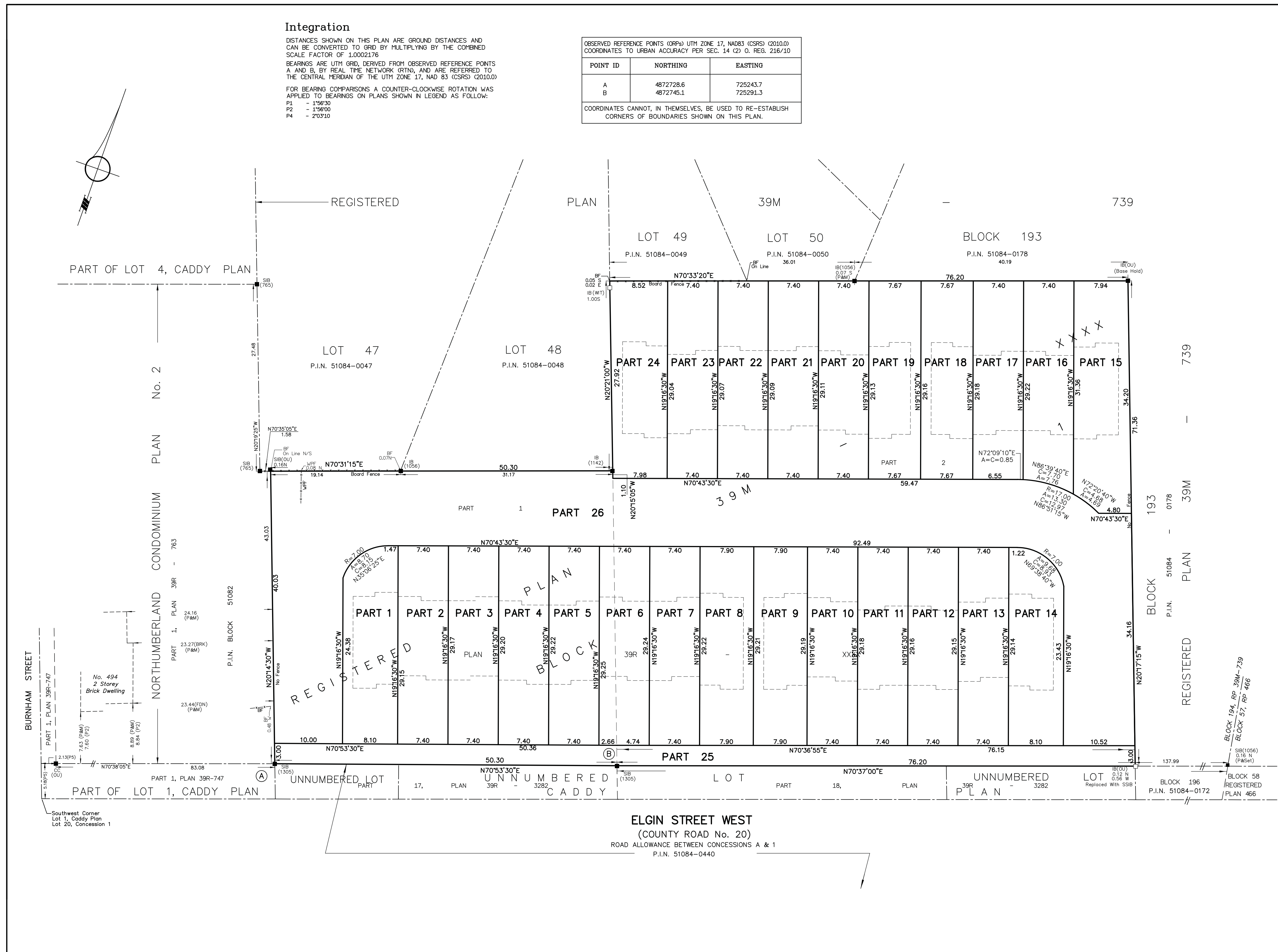
Surveyor's Certificate

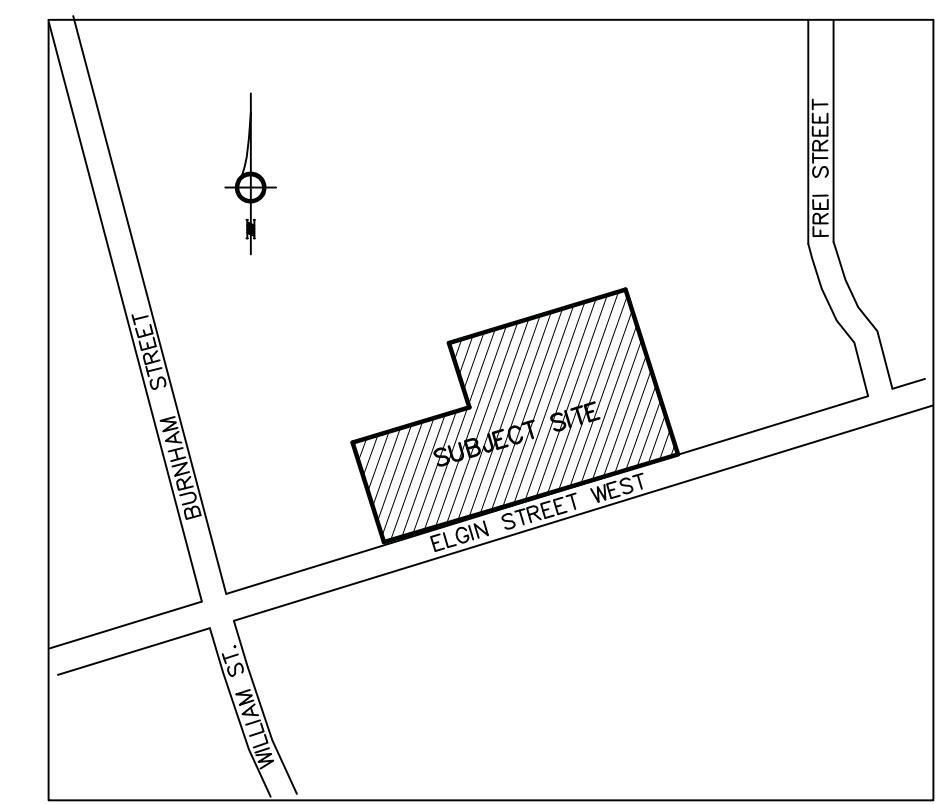
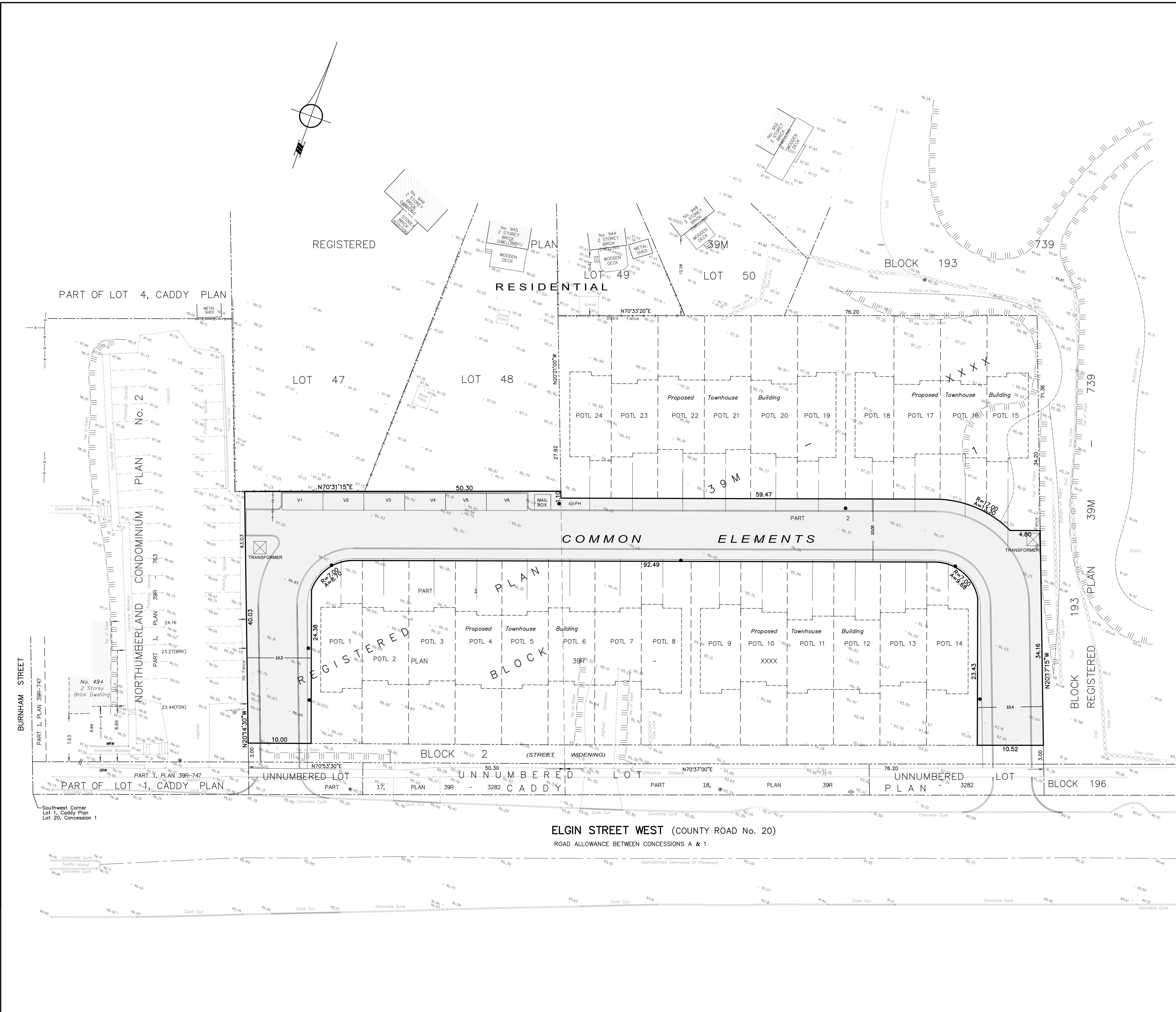
- I CERTIFY THAT :
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
 - THE SURVEY WAS COMPLETED ON THE DAY OF, 2021

DATE : _____, 2021

Lawrence O. Ertl
 Ontario Land Surveyor

ertl surveys
 Ontario Land Surveyors
 www.es-ols.com
 1234 REID STREET, UNIT 10, RICHMOND HILL L4B 1C1
 TELEPHONE (905) 731-7834 FAX (905) 731-7852 EMAIL info@es-ols.com
 DRAWING : 19333-CONDO R-PLANDWG PROJECT : 19333
 CALC. BY XX, DRAWN BY DV, CHECKED BY XX





KEY PLAN
(NOT TO SCALE)

DRAFT PLAN OF COMMON ELEMENTS CONDOMINIUM OF
PART OF BLOCK 1
REGISTERED PLAN 39M-XXXX
TOWN OF COBOURG
(COUNTY OF NORTHUMBERLAND)
SCALE 1:300

0 1 2 3 4 5 10 15 20 25m

ertl surveyors 2021
Ontario Land Surveyors

Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Benchmark
ELEVATIONS ARE GEODETIC AND REFERRED TO THE CANADIAN GEODETIC
VERTICAL DATUM (CGVD28) BY DIRECT MEASUREMENT TO THE SMART-NET
GPS NETWORK

Land Use

PROPOSED SITE AREA:	0.76 HA
COMMON ELEMENTS CONDOMINIUM AREA:	0.19 HA
PARCEL OF TIED LANDS	24 POTLS

Notes

- LIMIT OF COMMON ELEMENT CONDOMINIUM
- - - LIMIT OF ADJOINING LANDS TO BE DIVIDED INTO FREEHOLD TOWNHOUSES.
- - - PROPOSED DIVISION OF TOWNHOUSE LANDS
- FH FIRE HYDRANT
- V VISITOR PARKING
- POTL PARCEL OF TIED LAND

Owner's Certificate

I AUTHORIZE LAWRENCE O. ERTL, O.L.S., TO PREPARE AND SUBMIT THIS COMMON ELEMENT CONDOMINIUM DRAFT PLAN TO THE PLANNING DEPARTMENT OF THE TOWN OF COBOURG FOR APPROVAL

HELI HOMES INC.

DATE _____ XXXXXXXX- PRESIDENT
I HAVE THE AUTHORITY TO BIND THE CORPORATION

Surveyor's Certificate

I HEREBY CERTIFY THAT :
THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN.

Date _____ Lawrence O. Ertl
Ontario Land Surveyor

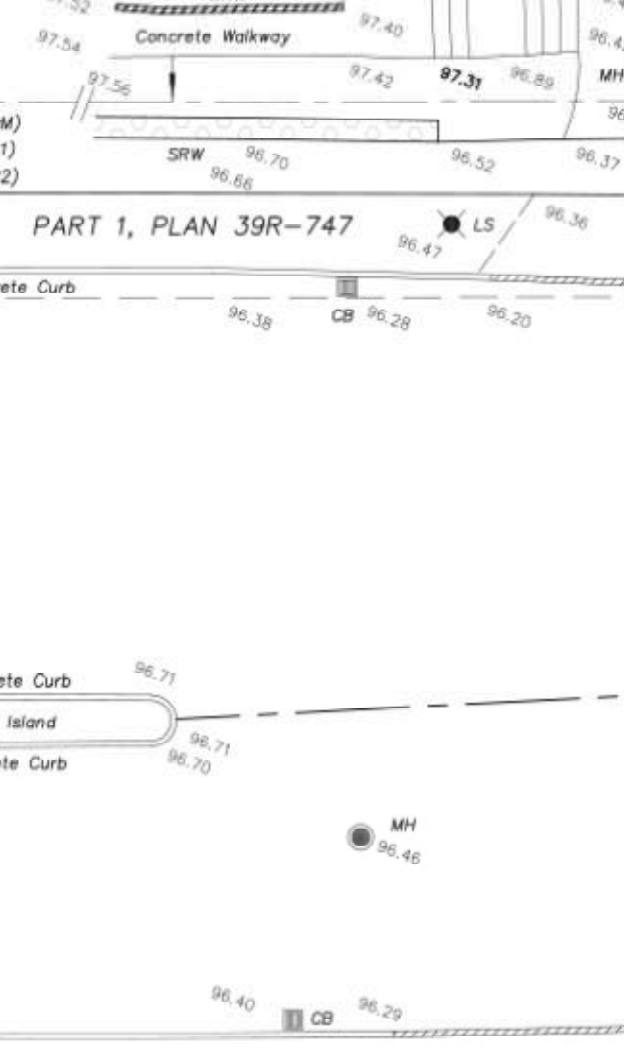
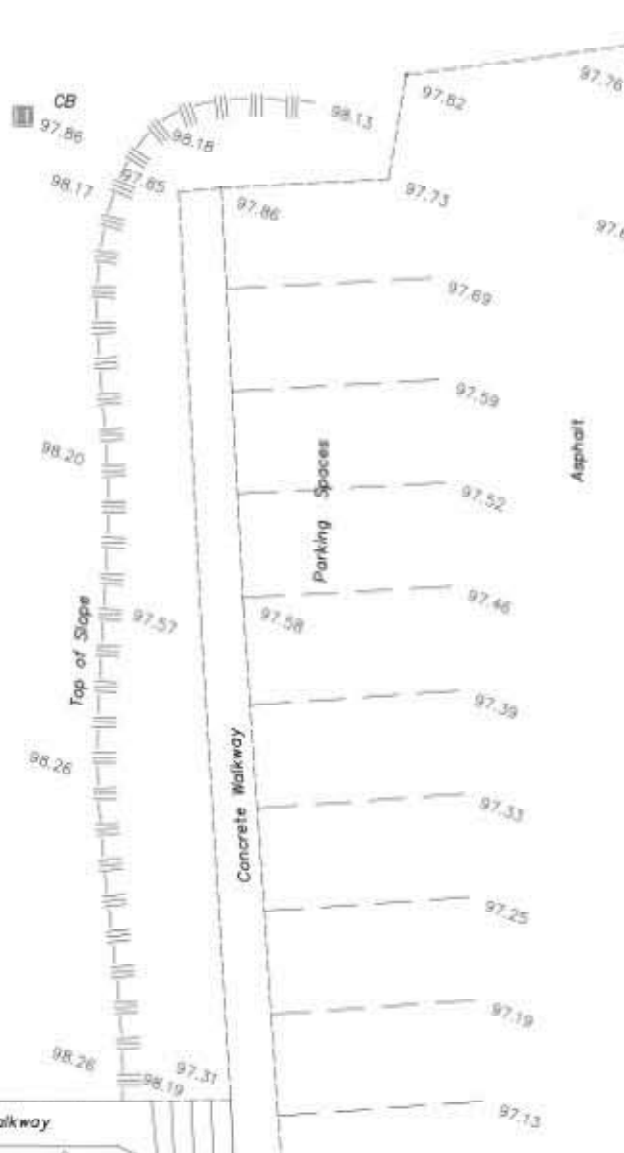
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TELEPHONE (905) 731-7834 FAX (905) 731-7852 EMAIL info@es-ols.com
DRAWING : 19333-DRAFT PLAN OF COMMON ELEMENTS.DWG PROJECT : 19333
DRAWN BY DV, CHECKED BY XX

440-448 ELGIN STREET WEST, COBOURG
PROPOSED FREEHOLD TOWNHOUSE DEVELOPMENT SUMMARY

LOT No.	LOT AREA (SM)	MODEL	COVERAGE (SM)
1	227.4	C1	89.28 SM (39.3%)
2	215.8	D1	85.84 SM (39.8%)
3	216.0	D1	85.84 SM (39.7%)
4	216.2	D1	85.84 SM (39.7%)
5	216.4	D2	85.84 SM (39.7%)
6	216.4	D2	85.84 SM (39.7%)
7	216.4	D2	85.84 SM (39.7%)
8	230.8	C2	86.91 SM (37.6%)
9	230.7	C2	86.91 SM (37.7%)
10	216.0	D2	85.84 SM (39.7%)
11	215.8	D1	85.84 SM (39.8%)
12	215.8	D1	85.84 SM (39.8%)
13	215.7	D1	85.84 SM (39.8%)
14	226.1	C1	89.28 SM (39.5%)
15	276.0	A1	89.28 SM (32.4%)
16	221.9	B2	85.84 SM (38.7%)
17	216.0	B2	85.84 SM (38.7%)
18	223.7	A2	83.54 SM (37.3%)
19	223.6	A2	83.54 SM (37.4%)
20	215.5	B2	85.84 SM (39.8%)
21	215.3	B1	85.84 SM (39.9%)
22	215.2	B1	85.84 SM (39.9%)
23	215.0	B2	85.84 SM (39.9%)
24	239.4	A1	89.28 SM (37.3%)
TOTAL	5,337.1		
STREET	1,888.0		
ROAD WIDENING	379.3		

LOCATION MAP (NTS)

PART OF LOT 4, CADDY PLAN



ZONING INFORMATION:

MULTIPLE RESIDENTIAL 4 (R4) ZONE

MINIMUM LOT AREA: 215 SM (TOWNHOUSE)

MAXIMUM NET DENSITY: 50 UNITS/HA

MINIMUM LOT FRONTAGE: 6.5 M (TOWNHOUSE)

MAXIMUM LOT COVERAGE: 40%

MINIMUM FRONT YARD SETBACK: 6 M

MINIMUM REAR YARD SETBACK: 7 M

INTERIOR SIDE YARD SETBACK: 1.5 M (TOWNHOUSE)

MINIMUM LANDSCAPED OPEN SPACE: 1.5 M 1 STOREY

MAXIMUM BUILDING HEIGHT: 3 STOREY

VISITOR PARKING: 0.25 SPACE/UNIT

PROPOSED FREEHOLD TOWNHOUSE DEVELOPMENT SITE INFORMATION:

LOT AREA: 7,584.7 SM

3 M ROAD WIDENING AREA: 379.3 SM

NET LOT AREA: 7,205.4 SM (0.72 HA)

EACH LOT COVERAGE: (40%) MAXIMUM

TOTAL BLDG COVERAGE: 2,071.46 SM (38.8%) < 40%

DENSITY: 24 UNITS (33.2 UNIT/HA)

4-50 UNITS/HA

BUILDING HEIGHT MAXIMUM: 2 STOREYS

EACH LOT FRONT YARD SETBACK: 6 M MINIMUM

EACH LOT REAR YARD SETBACK: 7.0 M MINIMUM

INTERIOR SIDE YARD SETBACK: 1.5 M

EXTERIOR SIDE YARD SETBACK: 2.5 M

TOTAL LANDSCAPED OPEN SPACE: 3345.9 SM (46.4%) > 35%

VISITOR PARKING REQUIRED: 6 CARS

24 UNITS X 0.25

VISITOR PARKING PROVIDED: 6 CARS

STANDARD PARKING SPACE: 6 CARS

HANDICAPPED PARKING SPACE: 1 CAR

LEGEND:

EXISTING GRADE ELEVATION

EXISTING MENHOLE

EXISTING WATER KEY

PROPOSED MANHOLE

PROPOSED CATHASIN

PROPOSED PRIVATE FIRE HYDRO

PROPOSED LIGHT STANDARD

SANITARY SEWER

STORM SEWER

HYDRO/BELL/CABLE

WATER MAIN

GAS MAIN

EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED

PROPOSED NEW TREE

ELGIN STREET WEST
(COUNTY ROAD No. 20)
ROAD ALLOWANCE BETWEEN CONCESSIONS A & 1
PIN 51084-0440
Approximate Centreline Of Pavement

DEVELOPMENT SITE PLAN

NOTE: INFORMATION SHOWN ON THIS SITE PLAN AREA TAKEN FROM SURVEYOR'S REAL PROPERTY REPORT-PART 1, PLAN OF PART OF UNNUMBERED LOTS CADDY PLAN, BLOCK B, (FORMERLY LOT 20, CONCESSION 1, TOWNSHIP OF HAMILTON, TOWN OF COBOURG (COUNTY OF NORTHUMBERLAND), PREPARED BY ERTL SURVEYORS, COMPLETED 24TH JANUARY, 2014

02 REV. FOR SPA	JUL 02, 20 14	WL
01 ISSUED FOR SPA	AUG 26, 19 14	WL
NO REVISION	DATE	BY

HENRY W CHIU ARCHITECT

2347 KENNEDY ROAD #507, SCARBOROUGH ONTARIO M1T 3T8 TEL: 416-298-4085

PROJECT TITLE

PROPOSED TOWNHOUSE DEVELOPMENT 440-448 ELGIN STREET WEST COBOURG, ONTARIO

TITLE: CONCEPTUAL PLAN

SCALE: 1:200 DRAWN BY: AY

DATE: NOV, 2017 ISSUED:

PROJ NO: DWG NO: A-1.1

3. TECHNICAL SUPPORT STUDIES FOR THE ELGIN STREET WEST SUBDIVISION

Related technical support studies have been prepared to address the following components of the Elgin Street West subdivision project:

- Arborist Report prepared by DA White Tree Care, dated April 21, 2021;
- Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated May 3, 2021;
- Functional Servicing and Stormwater Management Report prepared by Premier Engineering Solutions, dated April 10, 2021;
- Soil Investigation prepared by Soil Engineer Ltd., dated May, 2014;
- Transportation Impact Assessment prepared by LEA Consulting Ltd., dated August 14, 2019;
- Transportation Impact Assessment Update Addendum prepared by LEA Consulting Ltd., dated March 31, 2021.

These reports have been submitted under separate covers. The following is a synopsis of the reports and recommendations.

3.1 Arborist Report

An Arborist Report was prepared by DA White Tree Care. An on-site inspection was made on May 3, 2019. The sizes of individual trees were measured as diameter at breast height (DBH), breast height being 137 cm from ground level and are illustrated on the Landscape Plan. From the data collected plant Condition Rating (CR), Location Rating (LR), Species Rating (SR), and minimum Tree Protection Zones (TPZ), were estimated. The Appraised Values (AV) of road allowance trees were calculated according to the Trunk Method. The findings conclude there are sixty-one (61) privately owned trees on the site are over 20 cm DBH – and consist of Norway maple, black locust, white cedar, buckthorn, walnut, Manitoba maple, lilac, red elm, white mulberry, apple and white birch. Very few of the trees are located such that they could be retained without undue risk of injury. Those trees that could be retained are generally in poor condition.

It is the opinion of DA White Tree Care, that the street trees within the Elgin Street West boulevard will be protected by construction fence barrier. DA White recommends sediment control fences along the north and east property lines to protect the off-site tree from sediment runoff. Construction fencing would be placed inside from the sediment control barriers. It is recommended replacement trees be planted during the Spring or Autumn.

3.2 Environmental Noise Feasibility Study

Valcoustics Canada Ltd. prepared a Environmental Noise Feasibility Study dated May 3, 2021. A site visit was conducted on January 21, 2019. Valcoustics concludes there are no stationary noise sources in the vicinity of the proposed development with the potential to create any significant noise impacts on the site. They indicate however, there is a significant transportation noise source from road traffic on Elgin Street West and Burnham Street. Sound levels from the road traffic were predicted at the site and were compared with applicable Ministry of the Environment, Conservation and Parks (MOECP) guideline limits to determine whether noise mitigation measures are required. All balconies in the development will be less than 4 metres in depth and thus do not qualify as OLA's under MOECP guidelines. It is understood that the Town of Cobourg has required Blocks A and B to have walkways connecting the south (rear facades to the sidewalk along Elgin Street West, and for the yards to be designed without a sound barrier along the south property line. These yards are therefore not designed or intended for the quiet enjoyment of the outdoors and are no considered OLA's in this assessment.

Valcoustics recommends that all dwelling units fronting on to Elgin Street West require the provision of air conditioning at a later date and have warning clauses on title indicating the south facing yards are not designed or intended for the quiet enjoyment of the outdoors. No sound barriers are recommended for the proposed development and minimum non-acoustical requirements of the Ontario Building Code are sufficient to meet indoor sound level limits.

3.3 Functional Servicing and Stormwater Management Report

Premier Engineering Solutions prepared a Functional Servicing Study and Stormwater Management Report dated April 10, 2021.

Water supply for the Elgin Street West subdivision is proposed to be serviced by the existing 400-millimetre municipal water main along Elgin Street West. There is one (1) fire hydrant near the site on the north side of Elgin Street. The 150-millimetre water main servicing the proposed development from Elgin Street West has been designed to meet: the greater of the maximum daily flow plus fire flow or the maximum hour demand; the average residential area daily domestic demand of 191 litres per capita per day; and a density of 2.2 people per townhouse unit in accordance with Town of Cobourg and Ministry of the Environment, Conservation and Parks requirements. New fire hydrants will be required within the Elgin Street West subdivision.

The sanitary system for the Elgin Street West subdivision is proposed to be serviced by the existing 300-millimetre municipal sanitary sewer along Elgin Street West, which flows to the east. The 200-millimetre sanitary sewer servicing the Elgin Street West subdivision has been designed to meet: the average daily sewage flow from residential land use is 364 litres per person per day; a population density of 2.2 people per townhouse unit; an allowable infiltration of 0.260 litre per hectare per second; and a Peaking Factor estimated using Harmon Equation in accordance with Town of Cobourg design guidelines.

Premier Engineer confirms there is an existing 535-millimetre storm sewer along Elgin Street West, which ultimately drains into Cobourg Creek, and that design standards from the Town of Cobourg, Ganaraska Region Conservation Authority (GRCA), Ministry of Transportation (MTO) and Ministry of the Environment, Conservation and Parks (MOECP) have been utilized to design the storm system for the Elgin Street West subdivision. Quantity control within the Cobourg Creek watershed requires 2-year post development flows to be 50% of the predevelopment flows of the same event. Post-development peak flow rates must not exceed pre-development values for storms with return periods ranging from 5 to 100 years. Quality control shall provide 80% Total Suspended Solids (TSS) removal on an annual loading basis.

Naturalized storm water management facilities have been investigated in consultation with the Town of Cobourg and Ganaraska Region Conservation Authority and the storm water management plan has been designed based on this investigation. Dual drainage systems to manage storm water from the proposed development are proposed, minor and major drainage systems. The minor drainage system is proposed to be designed for 5-year event storms as required by the Town and GRCA. Any excess runoff from 5-year event storms, including 100-year event storms, is proposed to be carried by the major system through overland and roadway drainage paths. Minor runoff is proposed to be conveyed to the existing 525-millimetre storm sewer along Elgin Street West. Major runoff design criteria requires the site to be graded so that runoff in excess of the allowable release rate will be temporarily stored on the site. The flow in excess of the allowable minor drainage system and on-site 100-year storage capacity will be directed by overland flow route towards the access driveway at the southern site of the property to Elgin Street West. To provide storm water quality control as required by the Town and MOECP of 80 % TSS removal, a stormceptor unit Model EF06 (or approved equal) is recommended for the proposed development. It is understood the owner is required to sign an agreement with Forterra, or any certified maintenance company, for a period of 5 years. The stormceptor is proposed to be connected to underground storage tanks.

In summary, the existing water main, sanitary sewer and storm sewer are available and have sufficient capacity to accommodate the Elgin Street West subdivision

and can be utilized to service the proposed development with no expected constraints. Furthermore, adequate storm outlet is available for the proposed development. The proposed storm water management and drainage scheme will prevent erosion and flooding and provides necessary controls and an adequate storm water detention facility. The proposed drainage scheme has been designed to have no adverse effect on adjacent properties. The proposed quality control systems will provide necessary TSS removal from the storm water flow and prevent any adverse influence to the existing drainage system.

3.4 Soil Investigation

Soil Engineers Ltd. prepared a Soil Investigation dated May, 2014. The purpose of the Soil Engineer investigation was to reveal the subsurface conditions and to determine the engineering properties of the soils for the design and construction of the proposed development. The geotechnical findings and recommendations are outlined below.

A field investigation was conducted on March 27, 2014, supervised by a Geotechnical Technician. Four (4) exploratory boreholes were drilled to depths ranging from 6.4 metres to 6.6 metres. Standard penetration tests were performed on the borehole soils and split-spoon samples were recovered for soil classification and laboratory testing. The investigation has revealed that beneath a veneer of topsoil or topsoil fill and a layer of earth fill, the site is underlain by strata of firm to hard, generally very stiff silty clay and very stiff to hard, generally very stiff silty clay till, with occasional layers of compact silt and sandy silt. The surficial natural soils are weathered to depths of $1.6\pm$ m or $2.2\pm$ m below the prevailing ground surface. Groundwater was detected in 3 of the 4 boreholes at depths ranging from $1.8\pm$ to $4.0\pm$ m below the prevailing ground surface. The groundwater yield from the clay and till will be slow to moderate; from the silts it will be moderate to appreciable and persistent.

Geotechnical findings that warrant special consideration are outlined in Section 6.0 Discussion and Recommendations of the Soil Investigation report. Specific recommendations are made for: foundations; engineered fill; underground services; backfilling in trenches and excavated areas; garages, driveway, interlocking stone placement and landscaping; pavement design, soil parameters; and excavation.

3.5 Transportation Impact Assessment + Update Addendum

LEA Consulting Ltd. prepared a Transportation Impact Assessment dated August, 2019 based on a previous development plan for 27 townhouse dwelling units and similar internal roadway/entrance configuration. The study area and analysis periods were confirmed with County of Northumberland staff as all roads are under

their jurisdiction, except otherwise noted. Elgin Street West is an east-west major arterial road that operates with a four-lane cross-section (two lanes per direction) in the vicinity of the subject site. This road operates with a posted speed limit of 50 km/h in the study area. Burnham Street is a north-south major arterial road that operates with a four-lane cross-section (two lanes per direction) in the vicinity of the subject site. Burnham Street extends north from Elgin Street West to the area of Gores Landing. This road operates with a posted speed limit of 50 km/h in the study area. William Street is a north-south major arterial road that operates with a four-lane cross section with Burnham Street (two lanes per direction) in the study area. This roadway extends south from Elgin Street West to King Street East. A posted speed limit was not observed. A speed limit of 50 km/h is assumed as this is the posted speed limit of Burnham Street, of which William Street is a continuation. Frei Street is a north-south local residential road that operates with a two-lane cross section (one lane per direction) in the study area. This road is under the jurisdiction of the Town of Cobourg and does not have a posted speed limit. A speed limit of 40 km/h is assumed since Frei Street is a local road that travels through a residential neighbourhood. Ontario Street is a north-south arterial road that operates with a two-lane cross section (lane per direction) in the study area. This roadway is also under the jurisdiction of the Town. Within the study area, Ontario Street operates with a posted speed limit of 50 km/h.

The study area is currently serviced by Cobourg Transit, which provides two routes in the Town. Route 1 services the study area. Route 1 is a local bus route that generally operates in the northwest-southeast direction, connecting local residential areas to the southern area of the Town of Cobourg. Route 1 also provides service to the Downtown Terminal with operations seven days of the week. The closest bus stop for this route from the subject site is at the intersection of Burnham Street/William Street and Elgin Street West. This route may also be accessed from the bus stop at the intersection of Frei Street and Elgin Street West. Limited cycling infrastructure exists within the study area. However, availability of cycling infrastructure expands outside the study area. Bicycle lanes are available on Ontario Street between White Street and extending south to the VIA Rail corridor and provide a way to travel in the north-south direction using bicycles. However, it is noted that there is a disconnect between the bike lanes on Ontario Street, with an approximate length of 175 metres, at Elgin Street West. A boulevard cycle track begins on Elgin Street West approximately 270 metres east of the study area.

Intersection capacity analyses were conducted using the Synchro version 9.0 software, based on the Highway Capacity Manual 2000 methodology for the weekday and weekend hours. All intersection movements during the studied peak hours are also operating with a LOS of D and better. Capacity analysis was conducted for the future background volumes. Existing lane configurations at all studied intersections were maintained. For the intersections of Frei Street & Elgin

Street West and Ontario Street and Elgin Street West, the existing signal timing plans were maintained for all studied peak hours. Signal timings at Burnham Street/William Street and Elgin Street West were optimized, while maintaining the existing cycle length, for the four studied peak periods as a result of the future background growth. Trip generation for the development was based on LUC Multifamily Housing (Low-Rise) in the ITE Trip Generation Manual 10th Edition. A development size of 35 units was assumed for a conservative analysis. The 35 townhouses, conservatively rounded up, will generate less than or equal to 25 trips during any of the peak hours analyzed. The number of trips projected for the proposed development is therefore minimal in comparison to the peak hour traffic in the studied network. Trip distribution of these site trips is expected to follow the existing distribution of traffic in the studied network. Site trips are not expected to travel on Frei Street as this street ends within an established residential neighbourhood. An intersection capacity analysis was conducted for the study area under the future total traffic conditions. The inbound and outbound movements at the site accesses, which are unsignalized intersections, were also analyzed.

Existing conditions indicated that all intersection movements are operating with a V/C below 0.85 and LOS D and better. A 3% per annum growth was applied to the 10-year study horizon, to the year 2028, to determine the future background traffic volumes. It was found that all intersection movements will remain below capacity and with acceptable LOS in the future background traffic volumes. A maximum of 25 two-way trips is projected for the proposed development. This represents a minimal number of trips in comparison to the future background traffic volumes along the Elgin Street West corridor. All intersection movements at the signalized intersections in the future total traffic condition are expected to operate very similar to the future background traffic conditions. The proposed development will have minimal impact on the surrounding transportation network.

LEA Consulting Ltd. prepared an Update Addendum to their Transportation Impact Assessment (TIA) dated March 31, 2021 based on the current 24-townhouse unit plan of subdivision with common element condominium. LEA confirms that the number of proposed units is decreased from the August, 2019 plan and that the site-generated traffic and future total traffic condition from the TIA will be changed for the current submission. The site plan for the current submission updates the layout of the proposed units and decreases the number of units from the original submission by three (3) units. A decrease in site-generated traffic is expected as a result of the decrease in units and will improve the Future Total Traffic Condition as presented in the August, 2019 TIA. On this basis, the conclusions from the August, 2019 TIA remain valid. It is also noted that the Cobourg Development Review Team did not provide comments on the 2019 TIA, and the addendum only verifies the conclusions of the 2019 TIA based on the current 24-townhouse plan of subdivision with common element condominium.

4. CONSISTENCY WITH THE PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) applies to all planning applications effective May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. All decisions related to land use planning matters “shall be consistent with” the PPS. The subject Applications for Approval of a Plan of Subdivision and Common Elements Condominium for Heli Homes Inc. are consistent with the PPS. **Table 2** demonstrates how the Elgin Street West subdivision is consistent with the Provincial Policy Statement.

Table 2: Provincial Policy Statement and Analysis

PPS POLICIES	PLANNING ANALYSIS
1 BUILDING STRONG HEALTHY COMMUNITIES	
1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS	
1.1.3 Settlement Areas	
<i>1.1.3.1 Settlement areas shall be the focus of growth and development.</i>	The subject property is within the Town of Cobourg built boundary, a designated settlement area within the Growth Plan.
<p><i>1.1.3.2 Land use patterns within settlement areas, land use patterns shall be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> <i>a) efficiently use land and resources;</i> <i>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i> <i>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</i> <i>e) support active transportation;</i> <i>f) are transit-supportive, where transit is planned, exists or may be developed; and</i> <i>g) are freight-supportive.</i> 	The Elgin Street West subdivision is considered intensification of an underutilized lot, being within the built boundary and within previously developed area. The site can be serviced by municipal water and sanitary systems, which are available. On this basis, land and resources are being used efficiently along with existing infrastructure and public service facilities. The proposed townhouses will be subject to current Ontario Building Code and are generally considered more energy efficient than single-detached and semi-detached dwellings. On this basis, and that the Elgin Street West subdivision is within the Cobourg built boundary near a major shopping node, negative impacts to air quality and climate change are anticipated to be mitigated due to current building code standards and reduced vehicle trips. An existing westbound Cobourg Transit

PPS POLICIES	PLANNING ANALYSIS
	<p>stop is located within the frontage of the subject property. An existing eastbound transit stop is located directly across the street from the subject property. This combined with a proposed net density of 45 dwelling units per net hectare, the proposed development will be transit supportive.</p>
<p><i>1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</i></p>	<p>The Elgin Street West subdivision will contribute to a supply and range of housing options that are transit-supportive through the intensification of an underutilized lot. The proposed development is considered transit supportive due to its 45 dwelling units per net hectare density and is in an appropriate location due to existing transit route along Elgin Street West and nearby Burnham Street/William Street, with existing transit stops directly adjacent to the site.</p>
1.4 HOUSING	
<p><i>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <p><i>b) permitting and facilitating:</i></p> <p><i>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</i></p> <p><i>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</i></p>	<p>b)2. Considering PPS policy 1.1.3.3, the location of the Elgin Street West subdivision along a transit route and that the site is functionally separate from the low-density residential uses to the north, the proposed townhouses are considered an appropriate housing option and density that will efficient use land, resources and infrastructure.</p> <p>d) Approval of the Elgin Street West subdivision will promote a compact residential intensification opportunity along a public transit route within the Cobourg built boundary that abuts a Greenland system. The 45-dwelling-unit-per-net-hectare density will promote efficient use of existing infrastructure, which is available, existing public transit</p>

PPS POLICIES	PLANNING ANALYSIS
<p><i>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;</i></p>	<p>and an existing Greenland system by adding new users. e) The proposed development can be considered priority intensification as the site is an underutilized lot located along an existing public transit route, facilitated by transit stops both along the frontage of the subject lands and directly south of the site on the south side of Elgin Street West.</p>
1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES	
1.6.6 Sewage, Water and Stormwater	
<p><i>1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</i></p>	<p>The site can be serviced by municipal sewage and water and the proposed development will optimize its use.</p>
1.6.7 Transportation Systems	
<p><i>1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i></p>	<p>Existing transit route and stops are located along the frontage of the subject property and the proposed development represents efficient use of existing infrastructure.</p>
2.0 WISE USE AND MANAGEMENT OF RESOURCES	
2.1 NATURAL HERITAGE	
<p><i>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and</i></p>	<p>The Landscape Plan consists of 44 tree plantings with 8 species to replace the trees removed from the site as a result of the proposed development. The effect of the Landscape Plan is to provide tree replacement at a ratio of 0.7:1, meaning 0.7 trees will be planted for every tree removed. The Landscape Plan has</p>

PPS POLICIES	PLANNING ANALYSIS
<i>areas, surface water features and ground water features.</i>	maximized the urban forest replacement potential and tree species diversity for the Elgin Street West subdivision.

5. CONSISTENCY WITH THE GROWTH PLAN (2019)

A Place to Grow: Growth plan for the Greater Golden Horseshoe (Growth Plan) has been applied to all planning applications since May, 2019. It provides policy direction on matters related to land use planning and development within the Greater Golden Horseshoe. All decisions related to land use planning matters “shall be consistent with” the Growth Plan. In reviewing the 2019 Growth Plan, it was found that the intent of the relevant policies has been maintained and the Applications for Approval of a Plan of Subdivision and Common Elements Condominium for Heli Homes Inc. are consistent with the Plan.

Table 3, below, is an analysis of the applicable Growth Plan policies.

Table 3: Growth Plan Analysis

GROWTH PLAN POLICIES	PLANNING ANALYSIS
2 WHERE AND HOW TO GROW	
2.2 POLICIES FOR WHERE AND HOW TO GROW	
2.2.1. Managing Growth	
<p><i>2. Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <p><i>a) the vast majority of growth will be directed to settlement areas that:</i></p> <ul style="list-style-type: none"> <i>i) have a delineated built boundary</i> <i>ii) have existing or planned municipal water and wastewater systems;</i> <i>iii) can support the achievement of complete communities</i> 	<p>The subject property is within the delineated Town of Cobourg “Urban Settlement Area” and “Built Boundary”. The proposed development will have access to municipal water and wastewater systems, which are available.</p> <p>Complete communities are “compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities” (Section 1.2). The subject property fronts onto Elgin Street West, a designated arterial. Elgin Street West consists of an existing transit route where transit stops are located immediately adjacent to the site. The proposed development is representative of compact development as no new public roads are proposed and lot coverage per lot has been maximized in accordance with the existing R4 Zone. These features will support the achievement of a complete community.</p>

GROWTH PLAN POLICIES	PLANNING ANALYSIS
2 WHERE AND HOW TO GROW	
2.2 POLICIES FOR WHERE AND HOW TO GROW	
2.2.2 Delineated Built-up Areas	
<p>3. <i>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</i></p> <ul style="list-style-type: none"> <i>a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</i> <i>b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;</i> <i>c) encourage intensification generally throughout the delineated built-up area;</i> <i>d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</i> <i>e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and</i> <i>f) be implemented through official plan policies and designations, updated zoning and other supporting documents.</i> 	<p>The Town of Cobourg has an intensification target, which will be further analyzed below. The proposed development is considered intensification of an underutilized-lot within the “Built Boundary”. The subject lands are also located along a transit route, with transit stop immediate adjacent, where intensification is encouraged. The proposed density is within that allowable within the Residential Area designation and the site is already zoned Multiple Residential 4 (R4) to permit townhouse dwellings and amendments to the Official Plan and Zoning By-law are not required.</p>

6. CONFORMITY TO THE COUNTY OF NORTHUMBERLAND OFFICIAL PLAN (2016)

The County of Northumberland Official Plan was approved by the OMB on November 23, 2016. The lands are designated “Urban Area” on Schedule ‘A’ – Land Use Plan of the County of Northumberland Official Plan. A full range of uses are permitted with Urban Areas (C1.4). The Application for Approval of a Plan for Subdivision conforms to the policies of the County Official Plan. The policies of the County Official Plan have incorporated relevant policies of the Growth Plan.

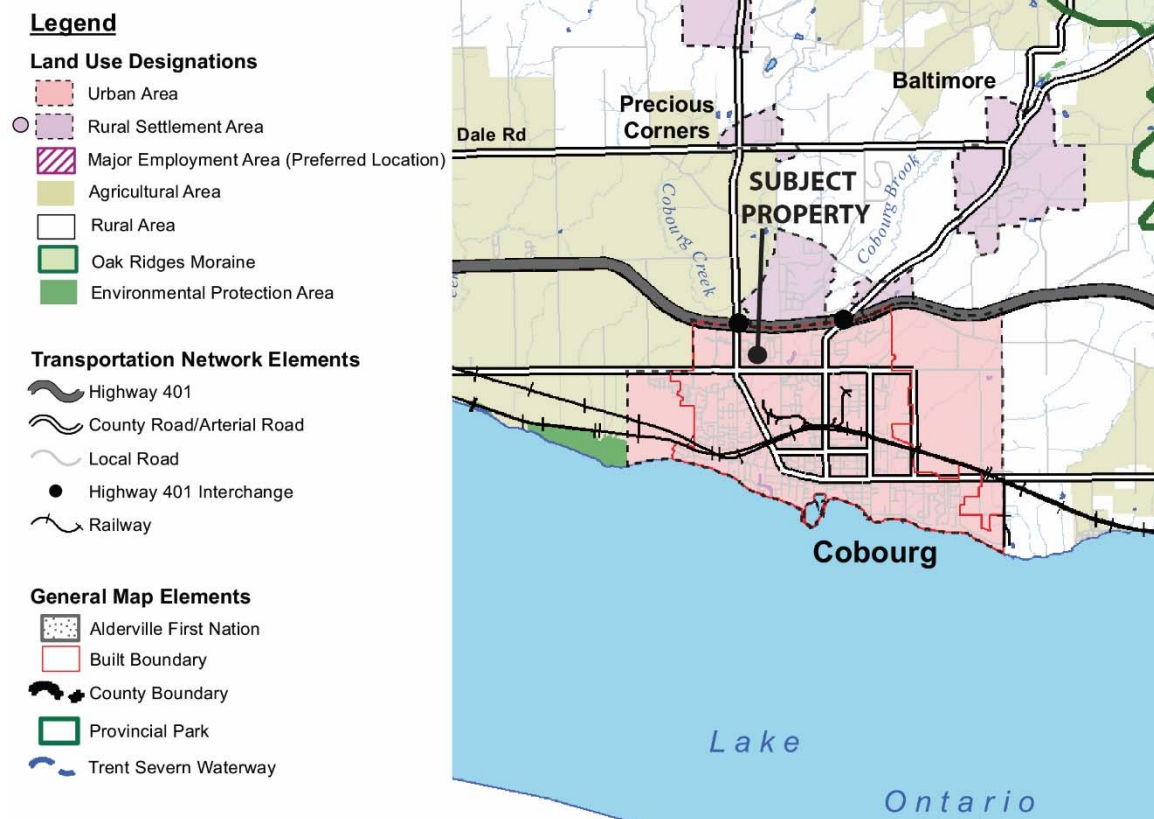


Figure 5: Schedule A Land Use Extract to County of Northumberland Official Plan



Figure 6: Schedule C Transportation Extract to County of Northumberland Official Plan

Sections B, C and E that provide policies applying to subdivisions and employment development within urban areas have been analyzed in Table 4 below.

Table 4: County of Northumberland Official Plan Analysis

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
B GROWTH MANAGEMENT	
B1 URBAN AREAS/RURAL SETTLEMENT AREAS	
<p><i>Urban areas and rural settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.</i></p>	<p>The proposed development is located within the Cobourg Urban Area as designated on Schedule A Land Use of the County of Northumberland Official Plan, which shall be the focus of growth.</p>

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
B9 MINIMUM INTENSIFICATION TARGET	
<p><i>The Cobourg Urban Area has a minimum intensification target of 39% of the projected population growth for the County of Northumberland in the form of intensification (Table 1 Minimum Intensification Target in Planning Period).</i></p>	<p>The proposed development will assist the Cobourg Urban Area in achieving their minimum intensification target.</p>
C LAND USE DESIGNATIONS	
C1 URBAN AREAS / RURAL SETTLEMENT AREAS	
C1.1 COMPLETE COMMUNITIES	
<p><i>The County encourages each of the six urban areas to become complete communities where there is:</i></p> <ul style="list-style-type: none"> <i>a) A strong live/work ratio, where the majority of residents are employed in the community in which they live;</i> <i>d) A range of housing types for all levels of income and ages;</i> <i>g) A range of cultural and recreational opportunities and facilities; and,</i> <i>h) A population level and density that supports the provision of public transit, where feasible</i> 	<ul style="list-style-type: none"> a) The subject property is immediately adjacent to a major shopping and employment node to the west and north west, which includes the Northumberland Hills Hospital and direct access to Cobourg arterial road network (i.e., Elgin Street West and Burnham Street). These features are conducive to a strong live/work ratio. d) The Elgin Street West subdivision will contribute freehold townhouses to the existing housing type mix to Neighbourhood 6, which is predominantly single-detached dwellings. g) The Minnie Pennell Arboretum and greater Greenland system abuts the Elgin Street West subdivision to the east, which is considered a major recreational opportunity. h) The proposed intensification and density of the Elgin Street West subdivision can support public transit – facilitated by a westbound transit stop, located along the frontage of the subject property, and an eastbound transit stop, located directly across the street,

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
	on the south side of Elgin Street West.
C1.2 GENERAL LAND USE OBJECTIVES FOR URBAN AREAS	
C1.2.1 Residential Areas	
<p><i>It is the objective of this Plan to:</i></p> <ul style="list-style-type: none"> <i>a) Maintain and enhance the character and identity of existing residential areas;</i> <i>b) Encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;</i> <i>c) Promote the efficient use of existing and planned infrastructure and public service facilities by supporting opportunities for various forms of residential intensification, where appropriate;</i> <i>d) Encourage increases in density in new development areas to maximize the use of infrastructure and minimize the amount of land required for new development;</i> <i>f) Encourage a high standard of urban design for development and redevelopment;</i> <i>h) Implement street designs that provide for pedestrian, cycling and other non-motorized modes of transportation to help create more healthy and complete communities.</i> 	<ul style="list-style-type: none"> a) The character of the immediate portion of Elgin Street West is a mix of district commercial, institutional, open space / environmental constraint and medium-density residential, consisting of large expanses of open streetscape – whether the Greenland systems of the east or large surface parking areas to the south. This said, the proposed townhouses will compliment the existing townhouse condominiums abutting to the west and remain functionally separate from the balance of Neighbourhood 6. b) The predominant housing type within Neighbourhood 6 appears to be single-detached dwelling in according to aerial imagery and a site investigation. The proposed addition of freehold townhouses with contribute to a greater range in housing types within Neighbourhood 6. c) Approval of the Elgin Street West subdivision will support a residential intensification opportunity, will facilitate the efficient use of existing infrastructure and public facilities and is considered appropriate. d) The proposed 45 dwelling units per net hectare consists of an increase in density of an underutilized lot, but does not represent an increase in density within a Residential Area

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
	<p>requiring an amendment to the local Cobourg Official Plan, as it is below the allowable maximum.</p> <p>f) The proposed development represents a high standard of urban design through the completion of the street wall and high degree of landscaping along Elgin Street West and internally, treating each townhouse dwelling façade as a principal facet and internal walkway connecting to the public sidewalk network.</p> <p>h) The proposed development provides pedestrian connections from each unit to the public sidewalk network by either the internal common element walkway or private walkways directly from the units fronting onto Elgin Street West as illustrated on Figure 4 above.</p>
C1.4 PERMITTED USES IN THE URBAN AREAS AND RURAL SETTLEMENT AREAS	
<p><i>A full range of uses is permitted within urban areas in accordance with local Official Plan policies and land use designations. Within rural settlement areas, uses that are appropriate for rural settlement areas based on the nature of their servicing is also permitted, subject to the policies of the local Official Plans.</i></p>	<p>The subject property is designated Residential Area within the local Town of Cobourg Official Plan, which permits a range of uses, buildings and structures, including townhouse dwellings.</p>
C1.5 HOUSING POLICIES	
C1.5.1 Goals	
<p><i>It is the goal of this Plan to meet the County's current and future housing needs by:</i></p> <p>a) <i>Monitoring and ensuring that there is a minimum 10 year supply of land for residential development in urban areas</i></p>	<p>a) The Elgin Street West subdivision utilizes land designated for residential development. Sufficient water and wastewater capacity has been confirmed by the</p>

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>with sufficient water and wastewater capacity;</i></p> <p><i>b) Ensuring the provision of an appropriate range of housing types and densities to meet the needs of current and future residents;</i></p> <p><i>h) Supporting universal physical access and encourage the building industry to incorporate such features in new residential structures;</i></p> <p><i>i) Encouraging the development and redevelopment of lands within settlement areas and in appropriate locations at higher densities to maximize the use of infrastructure;</i></p>	<p>Functional Servicing and Stormwater Management Report prepared in support of the applications.</p> <p>b) The proposed 45-dwelling-units-per-net-hectare density is below the allowable maximum for Residential Areas and is considered appropriate on this basis. The proposed freehold townhouses will add an underrepresented housing type to Neighbourhood 6 and facilitate meeting the needs of current and future residents.</p> <p>h) Gradients both on-site and immediately surrounding the subject property negate the ability to provide any of the proposed dwelling units universal physical access. Limited universal physical access is provided to the units fronting on Elgin Street West.</p> <p>i) The proposed 45-dwelling-units-per-net-hectare density is appropriate for the subject property as it is below the allowable maximum for Residential Areas, abuts a Greenland system, proposes building heights consistent with the surrounding townhouses and single-detached dwellings and its main access route is not through a low-density residential area.</p>
C1.5.2 General Policies	
<p><i>The County supports:</i></p> <p><i>a) Residential intensification and redevelopment within urban areas and</i></p>	<p>a) The Functional Servicing and Stormwater Management Report prepared in support of the</p>

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>rural settlement areas, where an appropriate level of infrastructure and public service facilities are or will be available in the immediate future and subject to the policies of this Plan;</i></p> <p>c) <i>The maintenance and improvement of the existing housing stock through local maintenance and occupancy standards by-laws;</i></p>	<p>applications confirms sufficient municipal services capacity. This, combined with the site abutting a Greenland system, indicates an appropriate level of infrastructure and public facilities are available.</p> <p>c) The existing single-detached dwelling on the subject lands has been abandoned for many years, is now derelict and there is no apparent value restoring or incorporating these structures into the proposed development.</p>
E GENERAL DEVELOPMENT POLICIES	
E1 SUBDIVISION OF LAND	
E1.4 SUBDIVISION REVIEW CONSIDERATIONS	
<p><i>Prior to the consideration of an application for Plan of Subdivision, the approval authority shall be satisfied that:</i></p> <p>a) <i>The approval of the development is not premature and is in the Public Interest;</i></p>	<p>The proposed development represents the logical and compatible intensification of an underutilized lot on a transit route and abutting the Greenland system within a built-up, residential area within the Cobourg urban settlement area. Development surrounds the site and municipal services are available. On this basis, the Elgin Street West subdivision is not considered premature and its approval is in the public interest.</p>
<p>b) <i>There is reserve sewage system capacity and reserve water system capacity available in the municipal water and sewage treatment systems, if such services are to be provided;</i></p>	<p>A Functional Servicing and Stormwater Management Report has been completed in support of the Elgin Street West subdivision. It confirms there is sufficient reserve capacity available in the municipal sewage and water system.</p>
<p>e) <i>Stormwater management plans shall be required for any new development consisting of more than four lots or for</i></p>	<p>A Functional Servicing and Stormwater Management Report has been prepared in support of the Elgin Street</p>

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>commercial or industrial developments with large amounts of impervious area. Stormwater management will be undertaken in accordance with MOECC Guideline “Stormwater Management Planning and Design Manual, 2003.</i></p> <p><i>The municipality shall require the use of stormwater management facilities downstream of new developments, where appropriate, to mitigate development impacts on stormwater quantity and quality. The municipality shall promote naturalized stormwater management facilities, constructed with gentle slopes. Applications for development shall be required to be supported by a stormwater quality/quantity management study.</i></p>	<p>West subdivision in accordance with MOECP guidelines. Adequate storm outlet has been confirmed for the proposed development. The storm water management and drainage scheme will prevent erosion and flooding and provides necessary controls and an adequate storm water detention facility. The proposed drainage scheme has been designed to have no adverse effect on adjacent properties. The proposed quality control systems will provide necessary TSS removal from the storm water flow and prevent any adverse influence to the existing drainage system. Naturalized storm water management facilities have been investigated in consultation with the Town of Cobourg and Ganaraska Region Conservation Authority and the storm water management plan has been designed based on the investigation.</p>
<p><i>f) The lands will otherwise be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities;</i></p>	<p>Existing parkland and open space, such as the Minnie Pennell Arboretum and surrounding Greenland system is considered a significant amenity that can appropriately service the residential uses of the Elgin Street West subdivision.</p>
<p><i>h) The subdivision, when developed, will be appropriately integrated with other development in the area; and,</i></p>	<p>The subdivision will integrate into the established urban fabric. The existing conditions (i.e., R3 and R4 lands to the West and north, and institutional and commercial to the south and Minnie Pennell Arboretum and Greenland system to the east) surrounding the Elgin Street West subdivision are complementary uses and the proposed</p>

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	development is considered appropriate on this basis.
<i>i) The proposal has regard to Section 51 (24) of the Planning Act, as amended.</i>	See Table 6: Planning Act and Analysis below for detail.
E2 TRANSPORTATION	
E2.2 ROAD NETWORK	
E2.2.1 Road Classification System – TABLE L Function of Transportation Facilities	
<p><i>Type of Facility: County Arterial Road</i></p> <p><i>Function: Connect urban areas and rural settlement areas and Highway 401</i></p> <p><i>General Design Guidelines: Right-of-way width up to 36.5 m; Private driveways discouraged; 2 to 4 travel lanes</i></p>	Elgin Street West, and adjacent Burnham Street are designated County Arterials Roads, and Section 2.2.1 forms the basis for potential road widening and driveway access requirements.
E2.2.2 Right-of-Way Width and Road Widening	
<p><i>d) As a condition of a development approval, land for road widenings shall be conveyed at no expense to the County or the local municipality in accordance with the provisions of the Planning Act...</i></p>	Through various consultation with the Town of Cobourg Development Review Team, and through submission of the previous development proposal, a 3-metre road widening is required along the Elgin Street West frontage of the subject lands. The developer understands that the required road widening shall be conveyed at no expense to the County of Town of Cobourg.
E2.2.5 Private Roads	
<p><i>The development of new private roads or the extension of existing private roads to provide access to a lot that is created pursuant to Section 53 of the Planning Act after the effective date of this Plan is not permitted. The creation of new lots on a private road that existed on the effective date of this Plan is subject to the policies of the local Official Plan. Notwithstanding the above, the creation of private roads in a Plan of Condominium is permitted.</i></p>	The proposed internal private road, providing vehicular and pedestrian access to the freehold townhouses is to be created by a Plan of (Common Elements) Condominium, which is permitted.

6. CONFORMITY TO THE TOWN OF COBOURG OFFICIAL PLAN (2017)

The Town of Cobourg Official Plan was approved the Ministry of Municipal Affairs and Housing (MMAH) in May, 2017. The subject lands are designated “Residential Area” and within the designated “Built Boundary” on Schedule ‘A’ Land Use Plan of the Town’s Official Plan. Elgin Street West is designated “Existing Arterial” on Schedule ‘E’ Transportation Plan.



Figure 7: Schedule A: Land Use Plan Extract to Town of Cobourg Official Plan



Figure 8: Schedule E: Transportation Plan Extract to Town of Cobourg Official Plan

Table 5 analyzes how the Elgin Street West subdivision conforms to the Town of Cobourg Official Plan.

Table 5: Town of Cobourg Official Plan Analysis

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2. COMMUNITY VISION, PRINCIPLES AND OBJECTIVES	
2.7 DESIGN PRINCIPLES	
<p><i>v) 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.</i></p>	<p>The predominant housing type within Neighbourhood 6 appears to be single-detached dwelling in according to aerial imagery and a site investigation. The proposed addition of freehold townhouses with contribute to a greater range in housing types within Neighbourhood 6.</p>
<p><i>vii) Create and Celebrate Public Spaces – Streets, parks, civic squares and natural open spaces will serve as social and active meeting</i></p>	<p>Existing parkland and open space abutting to the east of the site, such as the Minnie Pennell Arboretum and</p>

TOWN OF COBOURG OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p>	<p>surrounding Greenland system, will connect to the Elgin Street West subdivision from the existing trail shown in the above site photos, public sidewalk and then to the common element walkway.</p>
3. LAND USE STRATEGY	
3.4 RESIDENTIAL AREA	
3.4.2 Permitted Uses, Buildings and Structures	
<p><i>The permitted uses, buildings and structures are:</i></p> <ul style="list-style-type: none"> <i>i) low density residential including single detached, semi-detached and duplex dwellings; and,</i> <i>ii) medium density residential including townhouse dwellings, low rise apartments and stacked townhouses.</i> 	<p>The proposed freehold townhouse dwellings are permitted within a Residential Area.</p>
3.4.3 Land Use Policies	
3.4.3.1 Stable Residential Areas	
<p><i>Stable residential areas are physically stable low density residential areas where potential new development or redevelopment is limited. Any intensification will be modest and incremental occurring through changes such as development of vacant lots and accessory apartments. Applications for new development in such areas shall be evaluated based on their ability to generally maintain the following elements of the structure and character of the immediate surrounding residential area:</i></p> <ul style="list-style-type: none"> <i>i) scale of development with respect to the height, massing and density of adjacent buildings and is appropriate for the site;</i> <i>ii) respects the nature of the streetscape as defined by such elements as landscaped areas, and the</i> 	<ul style="list-style-type: none"> i) Proposed building heights are consistent with the surrounding townhouses and single-detached dwellings. Proposed massing is consistent with the townhouses and apartment building abutting to the west. The proposed 45-dwelling-units-per-net-hectare density is below the allowable maximum for Residential Areas. On this basis, the scale of the Elgin Street West subdivision is appropriate for the site. ii) The Elgin Street West subdivision proposes a well-defined streetscape through a contiguous street wall along the site’s frontage together with direct access connections and dense street tree plantings and landscaping.

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<p><i>relationship between the public street, front yards and primary entrances to buildings;</i></p> <p>iii) <i>respects the relationship between the rear wall of buildings and rear yard open spaces;</i></p> <p>iv) <i>siting of buildings in relation to abutting properties ensures that there will be no significant negative impacts with respect to privacy and shadowing and appropriate buffering can be provided;</i></p> <p>v) <i>conforms with density provisions of the Section 3.4.3.3;</i></p> <p>vii) <i>respects the residential lotting pattern in the immediate surrounding area;</i></p> <p>viii) <i>Town is satisfied with the proposed grading, drainage and stormwater management, and, in particular that there is no impact on adjacent properties;</i></p> <p>ix) <i>development has direct access from a public or condominium road;</i></p> <p>x) <i>alignment of any proposed streets with existing streets promotes acceptable traffic circulation;</i></p> <p>xi) <i>any proposed streets are adequate to accommodate municipal services;</i></p> <p>xii) <i>protection of trees and other natural features identified as significant by the Town in consultation with the Ministry of Natural Resources and/or the Conservation Authority;</i></p> <p>xiii) <i>does not hamper or prevent orderly development of adjacent properties;</i></p> <p>xiv) <i>garages are designed so that they are not the dominant feature in the streetscape;</i></p>	<p>iii) The most sensitive north property line respects the relationship between rear wall of buildings and rear yard open spaces by mirroring the existing single-detached dwellings abutting to the north.</p> <p>iv) There is no apparent concern with respect to privacy and shadowing to the sensitive uses to the north due to the proposed siting of buildings and 2 storey building height. Only the townhouse dwelling facades facing Elgin Street West will appear as 3 storeys.</p> <p>v) The proposed 45-dwelling-units-per-net-hectare density is below the allowable maximum for Residential Areas.</p> <p>vii) The proposed lotting pattern mimics and is consistent with pattern in the immediate area.</p> <p>viii) The preliminary grading, drainage and storm water management plan has been designed to have no impact on adjacent properties and will be reviewed by the Town through the subdivision approval process.</p> <p>ix) Direct access from the proposed lots to Elgin Street West will be through the proposed common element condominium road.</p> <p>x) The proposed common element condominium road has been laid out in a crescent shape, which will promote acceptable traffic circulation.</p> <p>xi) The proposed common element condominium road provides a minimum 10-metre width in order</p>

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<p><i>xv) is in accordance with the Town's Urban and Landscape Design Guidelines.</i></p>	<p>to accommodate municipal services, common element walkway, tree plantings, etc.</p> <p>xii) No significant trees requiring protection have been identified through the Arborist Report prepared in support of the proposed development, within on-site or within a reasonable distance.</p> <p>xiii) In review of aerial imagery and a site investigation, it appears the Elgin Street West subdivision represents one of two intensification sites in Neighbourhood 6. This said, the two sites are separated by existing intervening development and there is no apparent concern in hampering or preventing orderly development of the second development site.</p> <p>xiv) Garages have been positioned towards the centre of the site, opposite from the Elgin streetscape.</p> <p>xv) The Town's Urban Design and Landscape Guidelines have been analysed below in Table 7.</p>
3.4.3.3 Density	
<p><i>The density ranges for residential development shall be:</i></p> <p>ii) Medium Density</p> <p>a) 20 units per net hectare (8 units per net acre) minimum</p> <p>b) 50 units per net hectare (20 units per net acre) maximum.</p>	<p>The proposed 45-dwelling-units-per-net-hectare density is below the allowable maximum for Residential Areas and is considered appropriate on this basis.</p>

TOWN OF COBOURG OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
3.4.3.4 Height	
<p><i>The maximum height for residential development shall be three storeys in Stable Residential Areas and four storeys in New Residential Areas.</i></p>	<p>A three-storey building height is proposed for the townhouse dwellings fronting onto Elgin Street West. The remainder of the townhouses dwellings backing onto the single-detached dwellings to the north will be two storeys.</p>
6. TRANSPORTATION	
6.2 ROAD NETWORK	
6.2.2 Road Planning	
<p><i>ii) The Town, as a condition of development or redevelopment, may require lands for the purposes of road widening to be dedicated to the appropriate authority having jurisdiction in accordance with the requirements of Table 3. Additional lands in excess of the typical right-of-way widths may also be required to be conveyed for works related to, but not limited to, extensive cut/fill operations, intersection improvements, bridges, sight triangles, and drainage and buffering improvements.</i></p>	<p>Through pre-consultation, along with submission of the previous development proposal, a 3-metre road widening has been provided, which will be conveyed at no expense to the County or Town.</p>
<p><u>Table 3 – Function of Road Facilities</u> <u>Road Classification:</u> County Roads and Arterials <u>Function:</u></p> <ul style="list-style-type: none"> • <i>Serve inter-regional, regional and local travel demands, including movement of heavy trucks, transit and bicycles;</i> • <i>Designed to serve development with densities supportive of transit and active transportation modes, which are encouraged to locate along these roads.</i> <p><u>Design Requirements:</u></p> <ul style="list-style-type: none"> • <i>Direct access from abutting properties may be permitted subject to restrictions;</i> • <i>Maximum 4 travel lanes;</i> 	<p>Elgin Street West currently consists of a transit route, 4 travel lanes 2-metre wide sidewalks on both sides of the road. There is no recommendation in the Transportation Impact Assessment prepared in support of the proposed development for any improvements to Elgin Street West and the requested 3-metre road widening is understood to be for future planning purposes only.</p>

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<ul style="list-style-type: none"> • <i>Maximum right-of-way width 26 to 36 metres (85 - 118 feet), although generally will not exceed a maximum of 30 metres (98 feet);</i> • <i>Right-of-way should be designed to include provision for wide sidewalks on both sides of the road (generally a minimum of 2 metres), street trees, and bike lanes or trails.</i> 	
6.3 TRANSIT SERVICE	
6.3.2 Municipal Transit Service	
<p><i>xvi) To enhance the potential for the success of the operation of the transit system, regard shall be had to the following transit-supportive guidelines in the subdivision review and approval process:</i></p> <ul style="list-style-type: none"> <i>c) development shall be encouraged at densities and in locations which support a cost effective transit service;</i> <i>d) generally streets designated as transit routes should be designed to arterial or collector road standards and spaced to ensure full coverage and avoid duplication of service;</i> <i>f) where possible transit facilities should be located between 300 metres (984 feet) and 700 metres (2,296 feet) or less actual walking distance from residences.</i> 	<ul style="list-style-type: none"> c) The existing Elgin Street transit route, and the proposed 45-dwelling-units-per-net-hectare density being the upper range of the maximum allowable density within Residential Areas, is intensification understood to support a cost-effective transit service. d) Elgin Street West is a designated both a Town and County Arterial Road, understood to the built to arterial road standards. f) An existing westbound transit stop is located long the frontage of the subject lands. An existing eastbound transit stop is located across the street, directly south of the site, within an actual walking distance of approximately 240 metres, meeting Section 6.3.2xvi)f).

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7. MUNICIPAL INFRASTRUCTURE STRATEGY	
7.2 WATER SUPPLY AND DISTRIBUTION SYSTEM	
7.2.1 Water Supply and Distribution System Capacity	
<i>i) New development and/or redevelopment shall only be permitted where the water supply and distribution system has adequate capacity to service such development and/or redevelopment.</i>	Sufficient water capacity has been confirmed by the Functional Servicing and Stormwater Management Report prepared in support of the applications.
7.2.2 New Development	
<i>i) All new development shall be serviced by the municipal water supply and distribution system and the developer shall be responsible for the installation of such works subject to the approval of the Town, Lakefront Utilities Services Inc. and the Ministry of the Environment. The recommendations of any relevant watershed plan shall also be taken into consideration.</i>	The developer understands they will be responsible for the installation of the proposed water supply and distribution system.
7.3 MUNICIPAL SEWAGE COLLECTION AND TREATMENT SYSTEM	
7.3.1 Municipal Sewage Collection and Treatment System Capacity	
<i>i) New development and/or redevelopment shall only be permitted where the sewage collection and treatment facilities are adequate to service such development.</i>	Sufficient wastewater capacity has been confirmed by the Functional Servicing and Stormwater Management Report prepared in support of the applications.
7.3.2 New Development	
<i>i) All new development shall be serviced by the municipal sewage collection and treatment system and the developer shall be responsible for the installation of such works subject to the approval of the Town and the Ministry of the Environment. The recommendations of any relevant watershed plan shall also be taken into consideration.</i>	The developer understands they will be responsible for the installation of the proposed sewage collection system.

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7.5 DEVELOPMENT STAGING POLICES	
7.5.1 Infilling and Intensification	
<p><i>Development will be managed to efficiently use land, resources, infrastructure, and public service facilities and to avoid any unnecessary and/or uneconomic expansion of infrastructure. In particular, infilling and intensification are encouraged where lands are designated for the proposed use and full municipal services are available in accordance with the Growth Management Strategy in Section 3.2 and other relevant policies of this Plan.</i></p>	<p>The Elgin Street West subdivision is considered intensification of an underutilized lot with available full municipal services abutting a Greenland system and designated for residential development within the built-boundary of Cobourg, which is encouraged by all levels of planning policy. On this basis, the proposed development will efficient use land, resources, infrastructure and public service facilities, and does not consist of unnecessary or uneconomical expansion of infrastructure.</p>
9.4 PLANS OF SUBDIVISION	
<p><i>Only those plans of subdivision or condominium shall be approved for development which:</i></p> <ul style="list-style-type: none"> <i>i) comply with the designations and policies of this Plan;</i> <i>ii) can be supplied with adequate services and community facilities; and,</i> <i>iii) will not adversely affect the financial status of the Town.</i> 	<ul style="list-style-type: none"> i) Through the detailed analysis provided in this report, it is our professional planning opinion that the Elgin Street West subdivision and common elements condominium complies/conforms with the designations and policies of this Plan. ii) Sufficient water supply and wastewater capacity has been confirmed by the Functional Servicing and Stormwater Management Report prepared in support of the applications. iii) Approval and construction of the Elgin Street West subdivision will be the responsibility of the development and will also contribute to the tax base for the Town, provide additional development charges. On this basis, there are no apparent concerns the financial status of the Town will be adversely affected.

7. URBAN DESIGN, SUSTAINABILITY AND LAND USE ASSESSMENT

Table 6 and 7 below assesses the land use compatibility, urban design and sustainability of the Elgin Street West subdivision with respect to the applicable Cobourg Official Plan sustainability and design policies as well as the Cobourg Urban and Landscape Design Guidelines. The summary provided below sets out the direction and actions proposed to achieve a sustainable plan for the Elgin Street West project.

Table 6: Town of Cobourg Official Plan Sustainability and Design Analysis

TOWN OF COBOURG OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
4. GREENLANDS SYSTEM AND SUSTAINABILITY STRATEGY	
4.8 SUSTAINABILITY STRATEGY	
4.8.2 Development Form	
<i>i) reduce the consumption of energy, land and other non-renewable resources including support for energy efficient building and opportunities for co-generation;</i>	The Elgin Street West subdivision is within a designated settlement area, which shall be the focus of growth, and will not consist of consumption of rural, agricultural or natural heritage lands. Urban development of this nature reduces energy loss through delivery versus rural levels of service. The Elgin Street West subdivision proposes townhouses, which are generally considered to be more energy efficient housing types than single-detached dwellings.
<i>ii) minimize the waste of materials, water and other limited resources;</i>	It is understood that every effort will be made during the construction phase of the project to minimize waste of materials, water and other limited resources. This policy may best be implemented however, by including as a clause in the subdivision agreement.
<i>iii) create livable, healthy and productive environments; and,</i>	The Minnie Pennell Arboretum and greater Greenland system abuts the site to the east. This is considered a significant amenity that will facilitate a

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	<p>livable and healthy environment for current and future residents of the Elgin Street West subdivision.</p>
<p><i>iv) reduce greenhouse gases.</i></p>	<p>The Elgin Street West subdivision is direct adjacent a major shopping and employment node. This will mitigate greenhouse gas emissions through a potential reduction of vehicle trips. Close proximity to shopping and employment from the proposed development will encourage current and future residents to take other, more active forms of transportation such as walking, cycling, etc. to these uses.</p>
<p><i>v) enhance biodiversity, ecological function, and the natural heritage system, including the provision of wildlife habitat and linkages.</i></p>	<p>The Landscape Plan proposes a tree replacement ratio of 0.7:1, maximizing the possible retention of the existing urban forest. Street trees along Elgin Street West, within the common element condominium roadway and on each lot will be planted according to a Landscape Plan prepared as part of the draft plan approval. Low Impact Development (LID) or naturalized storm water management facilities have been investigated in consultation with the Town of Cobourg and Ganaraska Region Conservation Authority and the storm water management plan has been designed based on the investigation. A construction, erosion and sediment control plan will be prepared.</p>

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5. COMMUNITY DESIGN AND IMPROVEMENT	
5.2 GENERAL DESIGN POLICIES	
5.2.1 Streetscapes	
5.2.1.1 Street System	
<p>i) <i>Street patterns in newly developing areas will be designed to reflect an interconnected street system with a modified grid pattern or other approaches, which facilitate continuous and direct movement within a development area, and between the development area, abutting areas and the existing community. In addition, blocks should be limited in length to reduce the need for mid-block connections and promote active transportation.</i></p>	<p>A limited length crescent grid pattern has been utilized for the layout of the common element condominium roadway to facilitate continuous and direct movement within the development and ingress/egress from the public road. Due to length of the proposed block, a mid-block connection should not be required.</p>
<p>ii) <i>Street patterns in existing areas shall not be modified except:</i></p> <ul style="list-style-type: none"> a) <i>where the rights-of-way are significantly below Town standards and the need for widening has been identified in the 1992 Transportation Study or an update of that study, recognizing that in Heritage Conservation Districts generally widening's shall not be permitted;</i> b) <i>to introduce traffic calming techniques;</i> c) <i>through the introduction of boulevards, wide sidewalks, landscaped medians or other techniques on arterial and collector roads to mitigate the visual impact of existing wide rights-of-way;</i> 	<ul style="list-style-type: none"> i) A 3.0-metre road widening of Elgin Street West is provided. ii) The crescent-shaped block created by the common element condominium represents a short block lengths that will provide traffic calming. iii) It is understood that the requested Elgin Street West road widening is for future planning purposes only at this time to facilitate potential future works. iv) The Elgin Street West subdivision consists of a 10-metre wide private right-of-way. In accordance with the Town of Cobourg Urban Design and Landscape Guidelines, Local 20-metre road allowance do not afford bicycle paths or lanes as an appropriate function of these roads. On this basis, bicycle paths/lanes are also not

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<p>d) <i>the introduction of bicycle paths and lanes, as appropriate to the function of the road;</i></p> <p>e) <i>the introduction of additional streets to improve connectivity within the street system;</i></p>	<p>appropriate for the proposed condominium road.</p> <p>v) Connectivity with the public street network has been maximized by providing two full-movement entrances with internal walkway access points.</p>
5.2.1.2 Streetscape Design	
<p>i) <i>there is no reverse lotting;</i></p>	<p>The yards of the lots fronting onto both Elgin Street West and the common element condominium roadway will be afforded a “front yard” landscape treatment. Given access from a condominium road is proposed and not a public road, this is considered a reasonable design feature to address the matter of reverse lotting.</p>
<p>iii) <i>pavement, sidewalk and right-of-way widths, as well as the provision of bicycle lanes and paths, reflect the function of the street;</i></p>	<p>The provided 10-metre wide common element condominium right-of-way meets the required minimum width for a private road.</p>
<p>iv) <i>the siting of parking areas, and the siting and massing of buildings and structures on all streets, but particularly on arterial and collector streets, shall generally assist in the creation of high quality streetscapes and, in particular, regard shall be had to providing a sense of enclosure to the street by situating building mass adjacent to the street, and particularly at intersections, to frame the street space;</i></p>	<p>Orientation of the maximum number of townhouse dwellings along the Elgin Street West, an arterial road, will have the effect of a contiguous street wall, resulting in a sense of enclosure and a higher quality streetscape by framing the street space. All off street parking is located centrally and will not be visible from the public road.</p>

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<p>v) <i>in residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, garages shall not:</i></p> <p>i) <i>project beyond the facade of the residence; and,</i></p> <p>ii) <i>dominate the frontage of the lot, unless plans are submitted by the applicant to demonstrate to the satisfaction of the Town that the garages can be appropriately integrated with the streetscape;</i></p>	<p>i) The proposed garages are all oriented internally to the central common element condominium roadway and will not project past the façade of the residence.</p> <p>ii) The proposed townhouse dwellings feature single garages that will not exceed 50% of the lot frontage. On this basis the proposed garages will have a diminished presence of the condominium road streetscape.</p>
<p>vii) <i>landscaping and/or architectural features provides for features such as the definition of the street and public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions as appropriate through features such as low masonry walls/ metal fences, rockery, special building and roofline treatments, landmark features (e.g. clocks, towers, cupolas, bays, pergolas, weather vanes, art), outdoor activity areas (e.g. patios, plazas, squares), extensive plant material and other identifiable features; and;</i></p>	<p>The townhouse dwellings will not be subject to site plan approval and residents may landscape their freehold lots at their discretion. Definition of the street is intended to largely be by way of principal façade of the dwellings and street trees. All townhouse façade facets include a high level of architectural detail through material changes, roof gables, balconies and covered porches and doorways.</p>
<p>viii) <i>service and open storage areas and utilities and services should be sited away from prominent views from the street to minimize impacts, alternative design options for locating such facilities should be considered, and only where there is</i></p>	<p>All services and utilities are proposed to be located underground and there are no apparent impacts on prominent views or streetscape. There are no open storage uses associated with residential development.</p>

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<p><i>no alternative should they be sited in view sensitive locations, in which case decorative screening shall be required.</i></p>	
5.2.2 Views	
<p><i>i) New development shall be designed to preserve, enhance and/or create significant views of the following features:</i></p> <p><i>d) open spaces; and,</i></p> <p><i>e) natural features.</i></p>	<p>Extensive, unobstructed frontages exist along Elgin Street West to the Minnie Pennell Arboretum and greater Greenland system on the north and south, which create a sense of place and provides significant views, along with providing a break in the streetscape.</p>
5.2.4 Landscape Design	
<p><i>The Town shall ensure that appropriate landscaping is provided in new development and redevelopment to:</i></p> <p><i>i) maintain and enhance the character of existing developed areas; and,</i></p>	<p>To reiterate, the Elgin Street West subdivision provides appropriate density and housing types. It will also afford similar private amenity areas in the rear yard, as the existing dwellings and maintain the character in the immediate area.</p>
<p><i>ii) allow for the creation of strong landscaped features in newly developing areas, including stormwater management facilities which shall be designed as important components of the Greenlands System, such that they will be incorporated in development in a manner which enhances views and access through street frontage; and,</i></p>	<p>The Landscape Plan proposes a tree replacement ratio of 0.7:1, maximizing the possible retention of the existing urban forest. Denser tree plantings are proposed along Elgin Street West and the west and north subdivision limits.</p>
5.2.5 Safe Community Design	
<p><i>To promote safety and security in public places and minimize the potential for crime urban design should result in clear, unobstructed views of areas such as parking lots, parks, public institutions and open spaces, while streetscapes should be designed</i></p>	<p>An internal walkway is proposed for the common element roadway to encourage active use by residents. Housing designs have maximized the windows, doorways and balconies along the north and south façades to promote natural surveillance opportunities.</p>

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<p><i>to encourage active public use and natural surveillance opportunities. In particular, the following measures shall be followed:</i></p> <p><i>i) the design and siting of new buildings and structures shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open spaces;</i></p>	
<p><i>ii) clear, unobstructed views to parks and open spaces shall be provided from adjoining streets;</i></p>	<p>Clear and unobstructed views from a public road already exist to the Minnie Pennell Arboretum and greater Greenland system.</p>
<p><i>iii) appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, parking garages and open space areas;</i></p>	<p>A Photometric Plan prepared by MSH Engineers, revised April 05, 2021, in support of the applications and proposes lighting within the common element condominium roadway, which can be finalized through the detailed design phase to the satisfaction of the Town.</p>
<p><i>iv) landscape elements shall be selected and sited in order to maintain views for safety and surveillance;</i></p>	<p>Landscaping outside of the tree plantings of the freehold townhouse lots will be at the discretion of the individual owner.</p>
<p><i>v) the sharing of such facilities as parking and walkways shall be encouraged to increase use and public presence in such areas;</i></p>	<p>The Development Site Plan demonstrates shared/common walkways and parking areas.</p>
5.2.6 Accessibility and Visitability	
<p><i>It shall be a policy of the Town to work towards the goal of equal access for all persons to public buildings and facilities, and to encourage the public and private sector to adopt similar goals with respect to their facilities as required to implement the Ontarians with Disabilities Act. The Town</i></p>	<p>All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage in accordance with all current accessibility regulations, including the Ontarians with Disabilities Act and Ontario Building Code.</p>

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<p><i>shall work with the Cobourg Accessibility Committee and citizens to continually refine and update a comprehensive, long term strategy for implementation which identifies barriers and proposes options to overcome them, allocates resources for education and change and monitors progress towards those ends. In particular, the principles of universal design should be applied to all public spaces and within new developments to ensure access and visitability for all individuals, while recognizing the need for balance where designated heritage properties or properties in Heritage Conservation Districts are involved. Regard shall also be given to the Ontario Building Code and the Ontarians with Disabilities Act, as well as the Town’s Urban and Landscape Design Guidelines, the Heritage District Guidelines and, where appropriate, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.</i></p>	
<p>5.2.7 Active Transportation</p>	
<p><i>In considering the design of public and private facilities, a key consideration shall be features, which contribute to enhancements to the ability for movement by pedestrians and bicyclists and other active transportation modes, as well as individuals with mobility challenges while recognizing the need for balance in Heritage Conservation Districts. These include additions to the Town’s trail system, the use of wide sidewalks, and the provision of bicycle parking and other facilities for bicycles. In particular, in considering pedestrian movement on specific sites, the following shall apply:</i></p>	<p>The Development Site Plan demonstrates an internal walkway, which is proposed on one side of the common element road.</p>

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<p><i>i) direct and clearly defined pedestrian connections which form an extension of the public transportation system shall be required throughout sites with one main pedestrian connection between all buildings and all adjacent municipal streets and sidewalks, and secondary connections for improved pedestrian access as appropriate;</i></p>	
<p><i>ii) principal pedestrian routes shall be functionally separated from parking and driveway areas and should utilize a variety of surface materials, textures, colour, landscaping and changes in elevation;</i></p>	<p>The Development Site Plan demonstrates an internal walkway, which is to be concrete and elevated by barrier curb from the vehicular travel lane.</p>
<p><i>iii) on large sites street furniture such as benches, waste receptacles, bicycle racks and pedestrian level lighting should be provided along main pedestrian routes where appropriate; and,</i></p>	<p>The internal common element roadway within the Elgin Street West subdivision is private and does not qualify as a main pedestrian route.</p>
<p><i>iv) opportunities for pedestrian connections with adjacent sites should also be explored, and will be required wherever feasible.</i></p>	<p>An opportunity for direct pedestrian connection to the open space abutting the site to the east has been explored. Given the short distance to the public trail connection from Elgin Street West that abuts the east common element road entrance, it is understood the existing connection is sufficient.</p>
<p>5.2.8 External Building Design</p>	
<p><i>When considering, as part of site plan approval, the external design of buildings and the design of the adjacent streetscape, the Town shall take into account all the policies of this Plan, particularly the policies of this Community Design Strategy. In addition, in evaluating the external design of buildings</i></p>	<p>The townhouses in the Elgin Street West subdivision will have the following energy efficiencies and features:</p> <ul style="list-style-type: none"> • All dwellings to have masonry fronts and high quality siding on balance, corner lots to be all masonry.

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<p><i>the Town shall seek design which reflects the directions in the Town’s Urban Design and Landscape Guidelines and, in particular:</i></p> <p><i>i) includes sustainable building practices such as the use of green roofs and solar panels with the achievement of LEED or Energy Star or other similar certification or equivalent being encouraged;</i></p>	<ul style="list-style-type: none"> • High efficiency gas furnaces c/w digital thermostat. • R-60 blown-in insulation in attic. • R-20 batts plus R-5 foam sheeting R-25 above grade walls. • R-20 CI basement insulation. • Qualified insulation in exterior studded walls above grade. • Integrated Heat Recovery Ventilation (HRV) system. • Double-pane insulated windows with low E. • Optimal value engineered wood framing – floor joists bonded to 5/8 osb sub-floors with glue and screws. • Quality pre-engineered roof trusses. • Quality 3/8 plywood roof sheathing. • Engineered 2x6in. exterior and 2x4 interior wall construction. • Water efficient faucets and shower heads. • Low consumption (4.8 litres/flush) toilets. • Energy Star qualified rental on demand gas hot water tank. • Each home energy modeled and blower-door tested by independent energy advisor.
<p><i>ii) complements the massing patterns, rhythms, character and context of adjacent existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings;</i></p>	<p>Massing patterns, rhythms and character will be consistent throughout the development and will be complimentary to the existing townhouses and apartments to the west and north west. The site abuts existing single-detached dwellings along the north subdivision limit, which has been mirrored by a two-storey building form, rear façades and yard spaces.</p>

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<p>iii) <i>clearly defines public and private spaces;</i></p>	<p>The public sidewalk and proposed street tree plantings along Elgin Street West will clearly define public and private property.</p>
<p>iv) <i>is designed to incorporate the principles of universal design to ensure access and visitability for all individuals, while recognizing the need for balance where designated heritage properties and properties in Heritage Conservation Districts are involved.</i></p>	<p>All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage in accordance with all current accessibility regulations, including the Ontarians with Disabilities Act and Ontario Building Code.</p>
<p>v) <i>is in scale with surrounding development;</i></p>	<p>Proposed scale and 45-dwelling-units-per-net-hectare density is within the allowable maximum within Residential Areas and will be complimentary to the existing townhouses and apartments to the west and north west. The site abuts existing single-detached dwellings along the north subdivision limit, which has been mirrored by a two-storey building form, rear façades and yard spaces.</p>
<p>vi) <i>is designed to ensure that all buildings, and, in particular, any commercial, mixed use or institutional buildings are designed to animate and create a positive interface with the street through:</i></p> <p>a) <i>the use of architecture and façade treatment (e.g. landmark materials to reflect the heritage of the community;</i></p> <p>b) <i>front doors and generous real windows, or in some cases three dimensional display windows, on any major walls facing streets;</i></p>	<p>a) All townhouse façade facets include a high level of architectural detail through material changes, roof gables, balconies and covered porches and doorways.</p> <p>b) Fenestration of exterior walls of the townhouse dwellings has been maximized based on the housing type.</p> <p>c) The townhouse dwellings fronting onto Elgin Street West will provide direct pedestrian connections to the street.</p> <p>d) The Development Site Plan demonstrates that front yard setbacks where private driveways</p>

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<p>c) <i>strong pedestrian connections to the street, while drive through uses, where permitted, are carefully positioned to minimize impacts on the street;</i></p> <p>d) <i>the location of outdoor activity areas (e.g. patios), landscaping and other site design elements.</i></p>	<p>are proposed have been minimized. It is intended that yards fronting onto Elgin Street West will act as the “public face” for those units. Private amenity areas are provided in the north and south yards.</p>
5.2.9 Signage	
<p><i>Provisions for signs within private development shall comply with the Town’s Sign By-law. In addition, the appearance of signs should reinforce the character of development through design and choice of colour, material and their placement at entrance areas and on building facades. Signs should be integrated into the site plan and building design to ensure coordination of design.</i></p>	<p>No permanent signage is proposed for the Elgin Street West subdivision.</p>



Figure 9: 3-D Rendering 1 Pg.60



Figure 10: 3-D Rendering 2 Pg.61



Figure 11: 3-D Rendering 3 Pg.62



Figure 12: 3-D Rendering 4 Pg.63



Figure 13: 3-D Rendering 5 Pg. 64



Figure 14: 3-D Rendering 6 Pg.65

Table 7: Town of Cobourg Urban and Landscape Design Guidelines Analysis

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
3.0 PUBLIC REALM GUIDELINES	
3.4 STREETS AND STREETSCAPES	
3.4.1 Hierarchy and Treatments	
3.4.1.1 Arterial Roads	
<p><i>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.</i></p> <p><i>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.</i></p>	<p>The proposed development has frontage and access from Elgin Street West, with a density of 45 units per net hectare, and is considered to be transit supportive. The subject lands are approximately 90 metres from an identified Gateway Area and a high level of design is to be promoted in the surrounding pedestrian realm. Through consultation with Town staff, a 3-metre widening of Elgin Street is required. This will provide for future planning in the event Elgin Street West evolves into a more urban character with well landscaped and pedestrian oriented boulevard.</p> <p>As part of the approval of the subdivision and condominium, a 3-metre road widening along Elgin Street West would be deeded to the Town for future planning purposes. It is understood that any reconstruction of Elgin Street West would be a Town-led initiative, save, and except the re-instating of any sidewalk along the lot frontage required for the proposed entrances, which will be the responsibility of the developer.</p>

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3.4.1.6 Sidewalks – Mixed Use & Commercial Areas	
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>f. Sidewalks should connect with adjoining recreational trail networks, wherever possible.</i></p> <p><i>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></p>	<p>a. The boulevard between the existing sidewalk and curb edge along Elgin Street West appears to be 3.5 metres, widening to 5 metres, exceeding the guidelines. The required road widening of the Elgin Street West road allowance will provide additional boulevard space between the public sidewalk and the building face in the event of reconstruction. An additional 6 metres is provided from the edge of sidewalk to the building face, which will be utilized for landscaping, bringing the approximate distance between the curb edge and building face to 12.5 metres.</p> <p>d. As a portion of the interface along the Elgin Street West frontage of the subject lands will be reconstructed; feature paving of the crosswalk along Elgin Street may be considered, subject to detailed design to the satisfaction of the Town.</p> <p>f. The existing Elgin Street West public sidewalk currently intersects with an existing trail abutting the proposed east entrance. The proposed private and common element walkways will directly connect with the Elgin Street West public sidewalk.</p>

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
	<p>h. All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage in accordance with all current accessibility regulations, including the Ontarians with Disabilities Act and Ontario Building Code.</p>
3.4.1.7 Sidewalks – Residential	
<p><i>a. Residential area sidewalks should be a minimum of 1.5 metres wide and be provided on both sides of all residential streets.</i></p> <p><i>c. All sidewalks shall be barrier-free.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>a. Sidewalks are proposed on the interior block at a width of 1.7 metres to provide continuous and uninterrupted path that will connect to the existing public sidewalk on Elgin Street West.</p> <p>c. All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage in accordance with all current accessibility regulations, including the Ontarians with Disabilities Act and Ontario Building Code.</p> <p>d. Walkway treatment will be concrete.</p> <p>e. Street trees are proposed to be planted along Elgin Street West and the common element roadway.</p>
3.4.1.8 Crosswalks and Intersections	
<p><i>a. Crosswalks should be continuous and connected to adjacent sidewalks.</i></p> <p><i>b. Universal access should be provided at all crosswalks, including special surface treatments to facilitate access for the visually impaired.</i></p>	<p>a. The condominium walkway will be continuous and connect onto existing public walkways on Elgin Street West.</p>

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<p><i>c. Crosswalks should be clearly designated for safety, with appropriate surface marking or variation in construction material and signs.</i></p> <p><i>d. Areas with high pedestrian traffic, such as the Mixed Use/Corridor Area, should use feature paving or other marking, and should have pedestrian priority signalization, to reinforce pedestrian priority.</i></p> <p><i>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.</i></p>	<p>b. All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage in accordance with all current accessibility regulations, including the Ontarians with Disabilities Act and Ontario Building Code.</p> <p>c. Feature paving of the crosswalk along Elgin Street may be considered, subject to detailed design to the satisfaction of the Town.</p> <p>d. Pedestrian priority signalization has not been identified through pre-consultation or preparation of the Transportation Impact Assessment. It is understood through our site investigation that the immediate portion of Elgin Street West is not a high pedestrian traffic area.</p> <p>e. The boulevard at each of the proposed entrances to the Elgin Street West subdivision are clear of obstructions and there is no apparent driver visibility concerns.</p>
4.0 PRIVATE REALM GUIDELINES	
4.3 PARKING	
4.3.1.2 Surface Parking – Interior Lot Design	
<p><i>c. Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.</i></p> <p><i>e. High branching trees with tree grates and shrubbery on hard paving surfaces are</i></p>	<p>c. On-street parking will be situated within a bump-out along the proposed condominium road, which is to include curbing.</p>

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<p><i>recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.</i></p> <p><i>f. All internal landscaping areas should be designed to support healthy trees and plants (i.e. appropriate size, drainage, etc.).</i></p>	<p>e. Perimeter areas will consist of grass or retaining wall treatment.</p> <p>f. Perimeter areas have been maximized to support healthy tree plantings.</p>
4.5 BUILDING TYPOLOGIES	
4.5.2 Residential Buildings	
<ol style="list-style-type: none"> 1. <u>Create a Strong Public Face:</u> <i>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.</i> 2. <u>Automobile Storage should be Subordinate:</u> <i>To reduce the impact of automobile storage, the house façade should have greater expression than the garage through a well articulated façade.</i> 3. <u>Create Dual Frontages on Corner Lots:</u> <i>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.</i> 4. <u>Ensure Creative, High-Quality and Diverse Design:</u> <i>Housing design is intended to encourage creativity and diverse interpretation of architecture. The design guidelines will enable a variety of housing projects and styles while still</i> 	<ol style="list-style-type: none"> 1. The proposed townhouse elevations demonstrate a strong public face that features a variety of building materials, window sizes, door styles, and steps in the façade that provides a variety of architectural elements. Covered doorways provide for a dual purpose second floor balcony and diminish the presence of the garage. Spaces have been maximized to have useable rooms look out onto the street. 2. The townhouse elevations utilize covered doorways, balconies, gable roof lines, and changes in building materials to diminish the presence of the garage for most units. Specifically, the covered doorway and balconies will project past the garage, closer to the street, to provide relief and façade articulation. Some units feature balustrade detail over the garage, bringing some prominence; however, the intent is to provide articulation

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<p><i>creating cohesive, integrated and attractive neighbourhoods.</i></p> <p>5. <u>Activity & Safety:</u> <i>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”.</i></p> <p>6. <u>Context Sensitive:</u> <i>The mass, scale and architectural elements of residential buildings should be sensitive to adjoining areas.</i></p> <p>7. <u>Housing Variety & Choice:</u> <i>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.</i></p> <p><u>Residential Typologies</u></p> <p><u>Townhouses:</u> <i>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.</i></p>	<p>and interest to the dwelling’s façade overall.</p> <p>3. Exterior units are designed with a high level of detail that provides consistent level of design on the exposed side towards the street.</p> <p>4. Each townhouse dwelling has had careful consideration to articulate a diverse façade utilizing high-quality building materials such as brick and stone. The building materials and roof lines have been arranged so as to give the appearance of two or three larger residential dwellings. The effect of this design approach is a quiet architectural rhythm to the streetscape is created, while providing for the density desired with the townhouse built form.</p> <p>5. Space for habitable rooms has been maximized with the townhouse design to provide “eyes on the street”.</p> <p>6. Single-detached dwellings exist to the north, and townhouses to the west. A low-rise apartment building is located to the north west. Large hotel and church buildings exist to the south and south-west. The site is designated Residential Area; however, abuts a Mixed-use Corridor. The proposed townhouse dwellings will act as a compatible transition from the mixed use and</p>

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	<p>shopping node areas to the south and south-west to the single-detached dwellings of the established residential neighbourhood to the north.</p> <p>7. The proposed townhouse dwellings will act as a transitional housing type from the surrounding neighbourhood to the larger commercial and institutional uses to the south and south-west. They will also provide additional housing options in Neighbourhood 6, which is predominantly single-detached dwellings.</p>
4.5.2.1 Building Variation and Density	
<p><i>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.</i></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <i>o The Mixed Use/Corridor Area;</i> <i>o Large public open spaces; and,</i> <i>o Larger institutional/community uses.</i> <p><i>e. High density development should transition to adjacent low-rise residential areas through appropriate setbacks and building form.</i></p>	<p>a. The proposed development will diversify the mix of housing types that is currently available in the surrounding community.</p> <p>c. The proposed development has frontage and access from Elgin Street West, abuts a mixed use corridor, large public open space and a large institutional use, where higher density may be located.</p> <p>e. Maximum building height of the proposed townhouse dwellings will be two storeys, three storeys along Elgin Street West only. Rear yard setbacks proposed for the townhouse dwellings that abut the most sensitive single-detached dwellings to the north exceeds the 7-</p>

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	<p>metre minimum for the R4 Zone. The townhouse built form is integral in achieving a transit supportive density, which is appropriate along an arterial road and mixed-use corridor. The proposed development is functionally separate from the lower density residential uses to the north. Access will be from Elgin Street West only, mitigating traffic impact concerns. On this basis, there are no apparent concerns with respect to transition of the development with the adjacent low-rise residential neighbourhood.</p>
4.5.2.2 Building Height	
<p><i>a. The following table generally summarizes the range of appropriate heights for typical housing types: Townhouse (Row) – 2-4 storeys</i></p> <p><i>c. Height transition should be incorporated into the design of taller buildings, especially when located adjacent to low density, low-rise areas.</i></p>	<p>a. The maximum height of the townhouses is two-storeys, with units fronting onto Elgin Street West increasing to 3 storeys on the south facades in response to the required site grading, all of which are within the recommended height range.</p> <p>c. The proposed two-storey townhouses are consistent with the building height of the surrounding area. No height transition features need to be applied to the proposed development.</p>

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4.5.2.3 Residential Orientation	
<p><i>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.</i></p> <p><i>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.</i></p>	<p>a. The main façade of the townhouses are parallel to Elgin Street West. The front yard setback is consistent and frames the condominium road that is looped through the site. The front entrances of all dwellings are oriented towards the condominium road as a typical townhouse development design feature.</p> <p>c. The two exterior end units proposed will have frontage on Elgin Street West and the proposed condominium road. The exposed façade to both streets will have similar façade treatments to reflect prominent locations in the development.</p>
4.5.2.4 Residential Setbacks	
<p><u>Front Yard</u></p> <p><i>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.</i></p> <p><u>Rear Yard</u></p> <p><i>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.</i></p> <p><i>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</i></p>	<p><u>Front Yard</u></p> <p>a. The Development Site Plan demonstrates a “no encroachment” area of 6 metres, but will contain some steps, landing, and covered door elements.</p> <p><u>Rear Yard</u></p> <p>a. The northerly-most yards and southerly most yard are intended as the “rear yard” in which 8.3 metres minimum is provided, exceeding the R4 Zone minimum; however, the yards with the garages are on the opposite side of the dwellings and are considered</p>

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<p><i>attached to the dwelling or are located at the rear of the property (lane or driveway access).</i></p>	<p>the “front yard”, which has also been designed to exceed the R4 Zone minimum.</p> <p>c. Preference has been given to articulation of the front and rear yards to provide variation and interest to the façades. This said, the private “rear yard” will have a minimum depth of 8.3 metres, generally sufficient decks/porches and garden sheds. These have been illustrated on the Development Site Plan.</p>
4.5.2.5 Articulation and Detailing	
<p><u>Walls</u></p> <p>a. <i>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.</i></p> <p>b. <i>Flanking façades should have a design and materials standard equal to the front façade treatment.</i></p> <p>c. <i>Facing materials including brick, stone and wood/ metal siding are preferred. A variety of details should be used to break up the façade.</i></p> <p>d. <i>Wall materials should be selected based on energy and maintenance efficiency.</i></p> <p>e. <i>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</i></p>	<p><u>Walls</u></p> <p>a. Fenestration and porches of exterior walls of the townhouse dwellings has been maximized based on the housing type. The overall architectural design is intended to maximize visual interest and provide a distinct street presence.</p> <p>b. The four exterior flanking units will have exterior side façade treatments equal to the front façade treatments.</p> <p>c. A variety of building materials are to be used in the exterior façade treatments to provide visual separation between units. On the first floor, brick and stone wraps around horizontally. Relief molding is incorporated to divide the first and second floors. The second floor features high-quality cladding.</p>

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
<p><i>buildings relate to each other without being identical.</i></p> <p><u>Porches and Building Projections</u></p> <p><i>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.</i></p> <p><i>c. The design of porch railings and columns should be integrated and use complementary materials.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>g. Wraparound porches/verandas are encouraged on corner lot dwellings or other locations where the side yard of the dwelling is visible.</i></p> <p><i>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).</i></p>	<p>d. Construction of the units will conform to current Ontario Building Code standards.</p> <p>e. The façades will resemble large estate dwellings, and is intended to result in a strong overall character. A mix of colour in the stone and brick will provide more variation and strengthen the character of the neighbourhood. Covered doorways and balconies are provided to provide weather protection and amenity space, respectively. Some units with the balustrade feature will also include a covered alcove over the garage to provide some weather protection and architectural interest.</p> <p><u>Porches and Building Projections</u></p> <p>a. Cover doorways and porches, along with balcony projections have been incorporated into the architectural designs to provide transition elements.</p> <p>c. Square recessed columns for the covered doorway canopies utilize the classical architectural style, which have a consistent design from the base to the top. This is consistent with the other classical style elements of the townhouse façade, principally the railing and balustrade details along with the mullioned glazing.</p>

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
<p><u>Windows</u></p> <ul style="list-style-type: none"> a. <i>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.</i> c. <i>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.</i> d. <i>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.</i> 	<ul style="list-style-type: none"> d. The covered doorways require approximately 7 steps that are uncovered and feature a landing halfway through the steps to wrap towards the driveway. It is intended to wrap the steps landing with the same lower level finish materials. e. There are two covered doorway designs, which are incorporated into the design of each unit. The style of the columns is consistent between the two porch designs; however the roof detailing varies between triangular and arched gables and hip-style roofs. Overall, the covered doorways appear to be balanced when appreciating each townhouse dwelling as a whole. g. Wraparound porches are not proposed. An emphasis on tree planting is intended to provide adequate enhancement to the streetscape. h. Privacy fencing is intended to screen the rear yard amenity areas for lots along the northern subdivision limit. Shrubs and trees are proposed to delineate the private amenity areas from Elgin Street West, and along the side of exterior units that back onto Elgin Street West.

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
<p><u>Roofs</u></p> <ul style="list-style-type: none"> 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. 	<p><u>Windows</u></p> <ul style="list-style-type: none"> a. Glazing flanking the public street and condominium road has been maximized within the space constraints of typical a townhouse unit. c. Each window has been positioned to provide natural ventilation, light, and views from useable rooms. d. Skylights or clerestory windows are intended to be optional for each unit. These will be placed behind the roof ridge to face away from the condominium road view. Some skylights may be visible on the end units from the Elgin Street West street view as a function of the orientation of the dwellings. <p><u>Roofs</u></p> <ul style="list-style-type: none"> a. The use of hipped roofs and gable detailing has created three distinct unit styles, which are reflected on either side of the centre units. This variation in the roofline creates individuality of address for each unit within the proposed townhouse dwellings. b. Our assessment of the surrounding neighbourhood, specifically the single-detached dwellings on Fraser Court and the townhouse/apartment dwellings off the intersection of Burnham and Elgin, indicates a mix of hip and

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
	<p>gable roof designs. The roof design for the proposed townhouses will be consistent in massing with the surrounding neighbourhood.</p> <ul style="list-style-type: none"> c. Designer asphalt singles are proposed for the roof materials. Colours have not yet been finalized, but may be a mix of charcoal grey or driftwood beige, which will compliment the brick colour of a particular unit as well as the window frames and garage door. d. Roof slopes for the proposed townhouse dwellings are 67 degrees, over twice the minimum ULDG recommendations. e. Three distinct unit designs have been provided which are reflected on both sides of the centre units. f. Specific attention has been considered for the use of pitches and gables to create a variety of distinct roof elements for each townhouse dwelling. The overall effect of these roof elements is that each unit is clearly defined to add architectural interest to the streetscape and mitigate the presence of a repetitious monolithic structure. g. There are no false dormers proposed for the townhouse dwellings.

URBAN AND LANDSCAPE DESIGN GUIDELINES	PLANNING ANALYSIS
4.5.2.6 Attached Front Garages	
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>a. Single-car garages are proposed for each townhouse unit, which will not exceed 50 percent of the dwelling width. Additional architectural elements are proposed to draw attention away from garages towards unique design elements.</p> <p>c. As the development proposes single-width garages, garage frontages, width of curb cuts and living areas located at the front of the each unit have been balanced. Tandem parking is provided for each unit – being one garage space and one driveway space. Useable rooms fronting onto the street and landscaping opportunities have otherwise been maximized.</p> <p>d. It is recommended to install carriage-style doors with windows in a complementary colour and architectural style so as to blend with the overall classical architectural style of each townhouse dwelling. Colour schemes are intended to be varied from dwelling to dwelling. The garages are otherwise fully integrated into the detail of the townhouse dwelling façade.</p> <p>e. No garages will front on to Elgin Street West, an arterial road.</p>

7. PLANNING ACT, RSO 1990, SECTION 51 (24) ANALYSIS

The Planning Act establishes criteria in Section 51 (24) that the approval authority must have regard for when approving a draft plan of subdivision. Regard must be given, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants, and to the following:

Table 8 demonstrates how the proposal addresses Section 51(24) of the Planning Act.

Table 8: Planning Act and Analysis

SECTION 51(24)	PLANNING ANALYSIS
<i>a) The effect of the proposed subdivision on matters of provincial interest, as referred to in Section 2 of the Act;</i>	The Application for Approval of a Plan of Subdivision and Common Element Condominium is consistent with the 2020 PPS and will address the applicable Provincial interests set out in Section 2 (a-q) of the <u>Planning Act</u> .
<i>b) Whether the proposed subdivision is premature or in the public interest;</i>	The proposed development represents the logical and compatible intensification of an underutilized lot as the site is within a built-up, residential area within the Cobourg urban settlement area. Development surrounds the site and municipal services are available. On this basis, the Elgin Street West subdivision is not considered premature.
<i>c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision;</i>	The Draft Plan of Subdivision and Common Element Condominium conforms to the Town of Cobourg Official Plan (see Tables 5 and 6 above). The subdivision will integrate into the established urban fabric. The existing conditions (i.e., R3 and R4 lands to the west and north, and institutional and commercial to the south and Minnie Pennell Arboretum and Greenland system to the east)

SECTION 51(24)	PLANNING ANALYSIS
	surrounding the Elgin Street West subdivision are complementary uses and the proposed development is considered appropriate on this basis.
<i>d) The suitability of the land for the purposes for which it is to be subdivided;</i>	The subject property slopes towards the south where gradients require a retaining wall for the proposed development. The property consists of abandoned buildings and fronts on Elgin Street West, where a transit route exists, and is a candidate for intensification on this basis. Sufficient area exists outside of the required Elgin Street West road widening and retaining wall to provide suitable development land.
<i>e) The number, width, location and proposed grades and elevations of highways and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	Improvements to Elgin Street West have not been identified through Transportation Impact Assessment for the proposed development. A road widening will be conveyed to the Town of Cobourg. This said, there are no apparent concerns regarding the adequacy of Elgin Street West to accommodate the proposed development and no upgrades have been requested by the Town during the pre-consultation process or previous development application submissions.
<i>f) The dimensions and shapes of the proposed lots;</i>	The dimensions and shapes of the proposed lots are regular and appropriate for the area.
<i>g) The restrictions or proposed restrictions on the lands to be subdivided or adjoining lands;</i>	The lands are subject to the policies of the Town of Cobourg Official Plan and Zoning By-law. The proposed plan will be subject to comprehensive conditions of draft approval and a Subdivision Agreement.

SECTION 51(24)	PLANNING ANALYSIS
<i>h) Conservation of natural resources and flood control;</i>	An Arbourist Report was prepared by D.A. White Tree Care, dated April 21, 2021, has been prepared in support of the application. It has been determined that as a result of the proposed development that very few of the on-site trees could be retained without undue risk of injury. Those trees that could be retained are generally in poor condition. To address preservation of the existing urban forest, tree replacement has been maximized at a ratio of 0.7:1, meaning 0.7 trees will be planted for every tree removed.
<i>i) The adequacy of utilities and municipal services;</i>	Utilities and municipal services are available and will be adequate to service the proposed density.
<i>j) The adequacy of school sites;</i>	The school board will need to confirm that local schools can adequately serve the proposed development.
<i>k) The area of land, excluding highways, to be dedicated for public purposes;</i>	No land is required or proposed to be dedicated for public purposes – access and storm water management will be private. Parkland will be provided as a cash-in-lieu payment.
<i>l) The extent to which the plan's design optimizes the available supply, efficient use and conservation of energy;</i>	Urban development is a means of efficient use and conservation of energy as there is minimal loss of power from service delivery, which is inherently more efficient. The site is in close proximity to shopping and employment nodes and is also accessible by multiple modes of transportation – vehicular and public transit – which may facilitate a reduction in vehicle trips whereby mitigating greenhouse gas emissions.

SECTION 51(24)	PLANNING ANALYSIS
<i>m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to development on the lands, if the lands are located within a site plan control area designated under Section 41 of the <u>Planning Act</u>.</i>	The plan of subdivision and common element condominium will be controlled by draft conditions of approval and a Subdivision Agreement approved by the Town, as well as Zoning By-Law controls.

8. ZONING BY-LAW NO. 85-2003 ANALYSIS

The subject property is currently within the “Multiple Residential 4 (R4) Zone” on Schedule A – Map 14 to By-law No. 85-2003, as amended. More specifically, in 2007, a portion of the site (No. 440) was rezoned to Multiple Residential Type 4 Holding (R4(H)) Zone through amending By-law Number 056-2007. The Holding (H) Symbol shall not be removed for the subject lands until a Site Plan (Development) Agreement has been entered into between the Municipality and the landowner, dealing specifically with such matters as building location and orientation, streetscape design, landscaping, tree protection, screening, servicing, grading, parking, lighting, refuse facilities and other application matter pursuant to Section 41 of the Planning Act, R.S.O. 1990, c.P. 13, as amended. More recently, in January, 2016, the entire site (Nos. 440 and 448) received minor variance approval (File No. A-08-14) for a previous development concept. The nature and extent of this minor variance is to reduce the minimum north-west interior side yard to 1.25 metres, the minimum north-east interior side yard to 1.41 metres and to reduce the minimum distance between exterior walls of two-storey townhouse buildings to 3 metres. An Application for an Amendment to the Zoning By-law is not required to implement the Elgin Street West subdivision.

LEGEND - ZONING

	R1 - RESIDENTIAL 1
	R2 - RESIDENTIAL 2
	R3 - RESIDENTIAL 3
	R4 - MULTIPLE RESIDENTIAL 4
	R5 - HIGH DENSITY RESIDENTIAL 5
	NC - NEIGHBOURHOOD COMMERCIAL
	SC - SHOPPING CENTRE COMMERCIAL
	DC - DISTRICT COMMERCIAL
	MC - MAIN CENTRAL COMMERCIAL
	LM - LIGHT INDUSTRIAL
	GM - GENERAL INDUSTRIAL
	BP - BUSINESS PARK
	I - INSTITUTIONAL
	OS - OPEN SPACE
	EC - ENVIRONMENTAL CONSTRAINT
	RU - RURAL
	D - DEVELOPMENT
	TC - TRANSPORTATION CORRIDOR
	NR1 - NEIGHBOURHOOD RESIDENTIAL 1
	NR2 - NEIGHBOURHOOD RESIDENTIAL 2
	NMU - NEIGHBOURHOOD MIXED USE
	B - URBAN RURAL TRANSITION

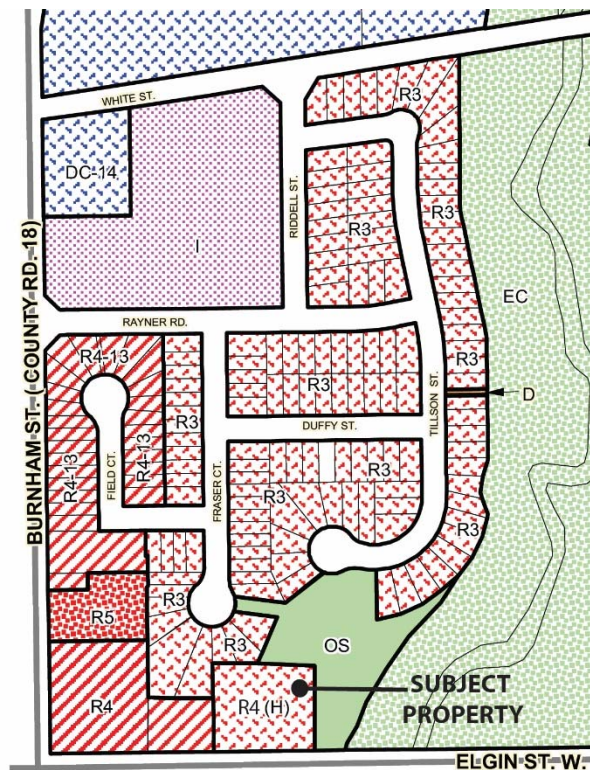


Figure 15: Schedule A – Map 14 Extract to Town of Cobourg Zoning Bylaw No. 85-2003

Figure 4 – Development Site Plan forms the basis of the zoning analysis below. The required and proposed zone provisions are shown in Table 9 below.

Table 9: R4 Zoning Analysis

<i>Zoning Regulations – Section 17</i>	<i>R4 Zone</i>	<i>Proposed</i>
Lot Area (minimum)	215 m ²	215 m ²
Lot Frontage (minimum)	6.5 m	7.4 m
Lot Coverage (maximum)	40 %	40 %
Net Density – Multiple Building (maximum)	50 units/net ha	45 units/net ha
Floor Area per Dwelling Unit (3 bedrooms)	70m ²	139.8m ²
Front Yard (minimum)	6 m	6 m
Rear Yard (minimum)	7 m	8.3 m
Interior Side Yard (minimum)	1.5m + 1m for each additional storey; 1.25 m NW side yard*; 1.41m NE side yard*	1.5 m + 1m for each additional storey
Exterior Side Yard (minimum)	9 m	N/A
Landscaped Open Space (minimum)	35 %	50 %
Building Height (maximum)	3 storeys	3 storeys
Parking (minimum spaces per dwelling unit)	1.5	2.3

* Setbacks from minor variance approval (File No. A-08-14) are exceeded.

To reiterate, the Elgin Street West subdivision project does not require any rezoning in order to implement the proposed lot configuration or uses. The plan meets or exceeds all Multiple Residential 4 (R4) Zone provisions. With respect to the removal of the Holding (H) Symbol implemented by the 2007 rezoning of the 440 Elgin Street West portion of the site, it is understood that the matters such as building location and orientation, streetscape design, landscaping, tree protection, screening, servicing, grading, parking, lighting, refuse facilities, etc. can be addressed by the landowner by entering into a Subdivision Agreement with the Town. It is further understood that removal of the Holding (H) Symbol typically occurs at the time Council authorizes execution of the Subdivision Agreement, which is appropriate.

9. PLANNING OPINION AND CONCLUSION

The subject property is located within the Residential Area designation of the Town of Cobourg Official Plan and is within the Urban Settlement Area Boundary. It is also designated as a Delineated Built-up Area within the Growth Plan and designated Urban Area within the County of Northumberland Official Plan. The subject property is considered a candidate for intensification as an underutilized lot. A single-detached dwelling and detached garage existing on-site but are currently abandoned and derelict.

The subject property has frontage on the north side of Elgin Street West. It is proposed to create twenty-four (24) lots for freehold townhouses as parcels of tied land to a common element condominium to be serviced by municipal water and sanitary systems, which are available. This will optimize use of existing infrastructure, facilitate use of an existing transit route and will facilitate climate change objectives by reducing vehicle trips through adding new residents in close proximity to an existing shopping and employment node, strengthening a live-work ratio in the area. The Cobourg urban area shall be the focus of growth, and intensification is encouraged.

Design and subdivision policies of the Cobourg and County Official Plans that set out criteria to be considered when developing within this area have guided the planning process for the project. The proposed subdivision is surrounded by an existing built-up area and major Greenland system, will contribute toward intensification of an underutilized lot, is supported by available infrastructure and consists of no apparent traffic hazards. On this basis, it is our professional planning opinion that there are sufficient controls through the Subdivision Agreement process to ensure that matters required to be addressed in order to remove the Holding (H) Symbol and the proposed development will be compatible with surrounding land uses and maintain a positive image for the Town of Cobourg. The proposal maintains the general intent and purpose of the Official Plan.

It is our professional planning opinion that the Application for Approval of a Plan of Subdivision and Common Element Condominium for the subject property is consistent with the policies of the Provincial Policy Statement and Growth Plan and conform to the County and Cobourg Official Plans. The proposed development will meet or exceed all Multiple Residential 4 (R4) Zone provisions and general provisions of Zoning By-law No. 85-2003, and represents good planning.

If you have any questions about this information, please do not hesitate to contact our office at 613-966-9070.

10. REPORT SIGNATURE

RFA PLANNING CONSULTANT INC.



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Senior Planner