

# URBAN DESIGN + SUSTAINABILITY REPORT

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*425 KING STREET EAST  
MASON HOMES  
TOWN OF COBOURG*



Submitted By:

**RFA Planning Consultant Inc.**

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

JANUARY, 2019



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## 1.0 INTRODUCTION

### 1.1 The 425 King Street East Subdivision

RFA Planning Consultant Inc. filed an application for Draft Plan of Subdivision to the Town of Cobourg Planning Department for 425 King Street East in February, 2018. As part of this submission RFA prepared a Planning Report in support of the application that accompanied other various technical studies (Transportation Brief, Functional Servicing and Stormwater Management Report, Tree Inventory and Preservation Plan, Butternut Health Assessment, Stage 1-2 Archaeological Assessment, Phase One Environmental Assessment, Geotechnical Investigation and a Heritage Impact Assessment).

Through a review of the initial draft plan submission, Town staff requested an Urban, Landscape and Sustainable Design Report. This Report has been prepared in response to the Town's request and in support of the 425 King Street East subdivision; it is to be read in concert with the RFA Planning Report. The revised **Development Site Plan** is shown below as **Figure 1** along with a new **Conceptual Landscape Plan (Figure 2)**, **Townhouse Elevation Rendering (Figure 3)** and **Exterior Unit (Flankage) Elevation (Figure 4)**.



FIGURE 1





## 2.0 TOWN OF COBOURG OFFICIAL PLAN

Analysis of the Town of Cobourg Official Plan for this report is scoped to the various sections that relate to sustainability and design, including accessibility and active transportation and is to be reviewed in concert with the RFA Planning Report dated February, 2018.

The Official Plan sustainability strategy policies for development form (Section 4.8.2) as they relate to the proposed subdivision are discussed below:

- i) *reduce the consumption of energy, land and other non-renewable resources including support for energy efficient building and opportunities for co-generation;*

**The 425 King Street East 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 subdivision proposes townhouses, which are generally considered to be a more energy efficient housing type than single-detached dwellings, for example.**

- ii) *minimize the waste of materials, water and other limited resources;*

**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.**

- iii) *create livable, healthy and productive environments; and,*

**The 425 King Street East subdivision land will have direct access to an existing municipal open space known as the “Molly Baker Trail” to facilitate a livable environment. This combined with the **Development Site Plan** demonstrating the trees to be retained and preserved, which will facilitate a healthy environment for current and future residents of the 425 King Street East subdivision and immediate area.**

- iv) *reduce greenhouse gases.*

**It is understood that medical offices and a high school are within approximately 385 metres west of the 425 King Street East subdivision and a church and neighbourhood commercial uses are within approximately 170 metres to 200 metres east of the subdivision. This will assist in reducing greenhouse gas emissions**

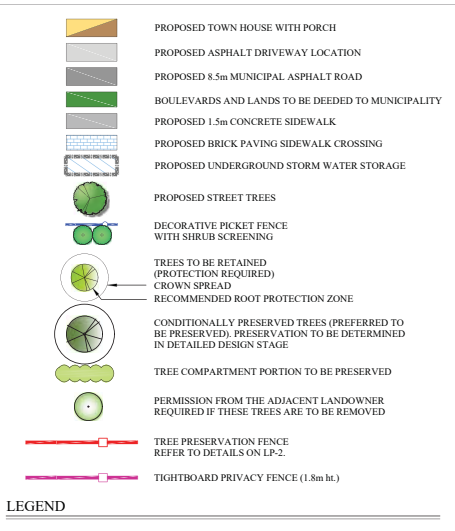
through a potential reduction of vehicle trips. Close proximity to shops, services and community facilities from the proposed development will encourage current and future residents to take other, more active forms of transportation such as walking, cycling, etc. to these uses.

- v) enhance biodiversity, ecological function, and the natural heritage system, including the provision of wildlife habitat and linkages.*

There are no Greenland systems or linkages within or surrounding the 425 King Street East subdivision. There are no watercourses on the property and the site is relatively flat with a slight northerly to southerly slope. The site is predominantly unmanicured grass with clusters of tree vegetation (American Elm, Black Walnut, Norway Maple, Norway Spruce, White Spruce, Scots Pine, Horse Chestnut, Red Maple, Austrian Pine, Blue Spruce, Butternut (hybrid), European Larch, Sugar Maple, Crab Apple, Ash, Silver Maple, Manitoba Maple, White Birch, Siberian Elm and Black Cherry). The **Development Site Plan** demonstrates contiguous areas along the east and western property lines as well as the south for the preservation of key trees and tree clusters. This will assist in maintaining the urban forest in the immediate area. Street trees will be planted on the boulevard area within the road allowance to maintain and enhance the existing urban forest. Tree plantings within the road allowance will be planted according to a Landscape Plan prepared as part of the draft plan approval. See **Figure 2 - Conceptual Landscape Plan** below. Due to the scale of the proposed development, storm water runoff infiltration will be maximized over available grassed areas. Downspouts from building rooftops will also be directed to vegetated areas. A construction, erosion and sediment control plan will be prepared.

The Official Plan street system general design policies (Section 5.2.1.1) as they relate to the proposed subdivision are discussed below:

- 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.*



KEY MAP N.T.S.

GENERAL NOTES

CONTRACTOR IS RESPONSIBLE FOR ALL LOCATES INCLUDING ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION OR INSTALLATIONS. THE CONTRACTOR IS REQUIRED TO NOTIFY THE VARIOUS UTILITY COMPANIES 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORK.

ANY ACCOMPANYING DOCUMENTATION RELATING TO THE LANDSCAPE PLAN AND/OR PRESERVATION PLAN SUCH AS TENDER DOCUMENTS AND CHANGE NOTICES ARE TO BE ENDORSED BY JOHN D. BELL ASSOCIATES LIMITED PRIOR TO THE BEGINNING OF ANY SITE WORKS. IN THE EVENT THAT A DISCREPANCY THE DRAWING SHALL BE ASSUMED CORRECT.

SCHEDULED MEETINGS SHALL TAKE PLACE AT THE CLOSEST MUTUALLY CONVENIENT TIME.

No.	REVISION	DATE	APRVD.
1.	CLIENT REVIEW		
2.	REVISIONS AS PER UPDATED SITE PLAN	JAN. 18, 2019	MC

BASE INFORMATION PROVIDED BY:  
Morse Homes Ltd.  
1 Innovation Ave., Scarborough,  
Ontario, Canada, L4A 1P2 (905) 648-6777

BASE PLAN REVISED: June 2018

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THIS DRAWING IS NOT TO BE SCALED.

DATE \_\_\_\_\_

PRINT NAME \_\_\_\_\_ SIGNED OWNER/CLIENT \_\_\_\_\_

TOWN OF COBOURG

ACCEPTED

DATE \_\_\_\_\_

PRINT NAME \_\_\_\_\_

SIGNED \_\_\_\_\_



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CONCEPTUAL  
LANDSCAPE PLAN

425 King Street East  
Cobourg, Ontario

SCALE: 1:500	DATE: June, 2018	DESIGNED BY: SCT / A.B	REVIEWED BY: JDB
CITY FILE No.	OUR FILE REF. # 1177A-18	DRAWN BY: SCT / A.B	LP



The Orchard Avenue extension proposed by the 425 King Street East subdivision will complete a modified grid pattern to the existing street pattern surrounding the site. Specifically regarding Orchard Avenue, the proposed subdivision will complete a full rectangular city block, which will facilitate the continuous and direct movement both within the development but also between the development and existing community.

ii) *Street patterns in existing areas shall not be modified except:*

a) *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;*

**A 5-metre road widening has been proposed along King Street East as recommended by Town staff.**

b) *to introduce traffic calming techniques;*

**The Orchard Avenue block consists of intersection spacing measuring approximately 134 metres and 250 metres. Traffic calming techniques do not appear warranted due to the limited intersection spacing. This said, various horizontal curves designed for the Orchard Avenue extension will serve to calm traffic.**

c) *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;*

**The 425 King Street East subdivision has frontage on to King Street East, an existing arterial. The widening provided along King Street East for future planning purposes will facilitate boulevards, wide sidewalks and landscaped medians and other visual mitigation techniques.**

d) *the introduction of bicycle paths and lanes, as appropriate to the function of the road;*

**The 425 King Street East subdivision consists of the extension of Orchard Avenue a local, 18-metre road allowance. In accordance with the Town of Cobourg Urban Design and Landscape Guidelines, local roadways do not afford bicycle paths or lanes as an appropriate function of these roads. King**

**Street East, an existing arterial road, consists of bicycle lanes on both sides of the road, which current and future residents may access directly from the proposed development.**

- e) the introduction of additional streets to improve connectivity within the street system; and,*

**The 425 King Street East subdivision will complete the Orchard Avenue block to facilitate full connectivity within the existing street system, representing good planning.**

- f) other modifications deemed necessary by the Town to improve the operation of the street.*

**The 425 King Street East subdivision has been prepared in consultation with Town staff; however, modifications will be considered through the subdivision review process to create the best plan possible.**

The Official Plan streetscape design policies (Section 5.2.1.2) as they relate to the proposed subdivision are discussed below:

- i) there is no reverse lotting;*

**The 425 King Street East subdivision does not propose reverse lotting.**

- ii) there is unobstructed street frontage adjacent to public open space and Environmental Constraint Areas, where appropriate, and subject to appropriate design to ensure that there will be no negative environmental impacts;*

**Proposed subdivision features that will become public facilities, such as the storm water facility will have direct, unobstructed street frontage on Orchard Avenue. The area around the storm water facility will have dual purpose and also act as public open space and will include a direct pedestrian-trail connection to the Molly Baker Trail to the south. There are no environmental constraint areas identified in the Official Plan within 425 King Street East subdivision and there are no apparent environmental impact concerns.**

- iii) pavement, sidewalk and right-of-way widths, as well as the provision of bicycle lanes and paths, reflect the function of the street;*

An 18-metre road allowance have been provided for 425 King Street East subdivision, which will enable the provision of a sidewalk one side of the road and an 8.5-metre wide road surface. The road allowance proposed for the subdivision is local where bicycle lanes and paths do not reflect the function of the street and have not been provided.

- iv) 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;*

The **Development Site Plan** demonstrates minimal setback of the buildings to the public roads, specifically the exterior units in Blocks 1, 2 and 5. See below for special building elevations for the exterior side yard facades of the end units. The effect of the reduced setbacks and special exterior side yard façades will be to create a high-quality streetscape of King Street East and Orchard Avenue to frame the street space, provide a sense of enclosure and to maximize their aesthetic value.

- v) in residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, garages shall not:*

- a) project beyond the facade of the residence; and,*

**The attached garages are not proposed to project beyond the façade of the residence. Figure 1 above for detail.**

- b) 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;*

**The attached garages have been integrated with the streetscape. See Section 3.0 below for further detail.**

- vii) 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;*



**Special attention to the exterior side yards for the units with dual frontage by way of .decorative, 1.2-metre high picket or wrought-iron fence with shrub screening. These features are intended to define the street along with street tree plantings.**

*viii) 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 no alternative should they be sited in view sensitive locations, in which case decorative screening shall be required.*

**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.**

The Official Plan view policies (Section 5.2.2) as they relate to the proposed subdivision are discussed below:

- i) New development shall be designed to preserve, enhance and/or create significant views of the following features:*
- a. Lake Ontario;*
  - b. view from the Harbour to the Victoria Hall Clock Tower in accordance with the requirements of the Harbour Area Secondary Plan;*
  - c. important institutional or other buildings;*
  - d. open spaces; and,*
  - e. natural features.*

**Unobstructed frontage is provided for the proposed open space and storm water facility, which will create a break in the streetscape. The storm water facility will be underground will not require fencing, providing a “window” visible from multiple vantage points to the Molly Baker Trail abutting to the south.**

The Official Plan landscape design policies (Section 5.2.4) as they relate to the proposed subdivision are discussed below:

*The Town shall ensure that appropriate landscaping is provided in new development and redevelopment to:*

- i) maintain and enhance the character of existing developed areas;*

The 425 King Street East subdivision proposes to maximize rear yard depths to provide similar private amenity areas as existing development surrounding the site. The **Development Site Plan** demonstrates a reduced front yard setback in order facilitate the enlarged rear yards, which will require an Application for Minor Variance. The effect of the enlarged rear yards will be to preserve the existing tree vegetation along the east and west property lines and maintain the character immediately proximate to the site. The proposed high-quality townhouse dwellings will provide as additional housing type not currently available in the immediate neighbourhood. A mix of housing types is encouraged and is intended to enhance the character of the existing developed areas surrounding the site.

- 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,*

**The 425 King Street East subdivision Landscape features will be decorative fencing with shrub screening and street tree plantings. A detailed landscaping plan will be developed during the detailed design stage. Refer to **Figure 2**.**

- iii) *protect and enhance environmental features and open space areas having regard for the policies of Section 4, Greenlands System.*

**Existing trees along the east and west property lines are to be preserved as demonstrated on the **Development Site Plan/Tree Preservation Plan**. The existing vegetated area along the south lot line will be enhanced through street tree plantings and direct pedestrian trail connection to the Molly Baker Trail to the south. There are otherwise no environmental features linked with the Greenlands System.**

The Official Plan safe community design policies (Section 5.2.5) as they relate to the proposed subdivision are discussed below:

*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 to encourage active public use and natural surveillance opportunities. In particular, the following measures shall be followed:*

- 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;*

**The proposed townhouse dwellings have been sited close to the street line to facilitate visual overlook and ease of public access to adjacent streets. Housing designs have maximized the windows along the front façade to promote natural surveillance opportunities. See Figure 3 – Townhouse Elevation Rendering below for detail.**

- ii) *clear, unobstructed views to parks and open spaces shall be provided from adjoining streets;*

**The proposed open space along the south property line will afford unobstructed views if approaching both from the north and east of the municipal open space and Molly Baker Trail. The seven (7) dwelling units that flank the open space will also overlook this area.**

- iii) *appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, parking garages and open space areas;*

**Street lighting will be provided to the satisfaction of the Town.**

- iv) *landscape elements shall be selected and sited in order to maintain views for safety and surveillance;*

**Decorative fencing and shrub screening has been selected for the dwelling units with exterior side yards to maintain views for safety and surveillance. There are no apparent concerns with the proposed street trees. Landscape elements will be subject to the Town's requirements to ensure views for safety and surveillance are maintained.**

The Official Plan accessibility and visitability policies (Section 5.2.6) as they relate to the proposed subdivision are discussed below:

*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 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.*

**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.**

The Official Plan active transportation policies (Section 5.2.7) as they relate to the proposed subdivision are discussed below:

*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) 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;*

**The Development Site Plan demonstrates public walkways within the road allowance on one side, which will connect directly with the existing Molly Baker Trail abutting to the south. The Molly Baker Trail connection will be clearly defined during the detailed design stage to the satisfaction of the Town.**

- 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;*

**As the proposed development fronts onto a portion of King Street East, an arterial road, brick paving is proposed for the King Street crosswalk area in accordance with the Town's Urban Design and Landscape Guidelines. Detailed design of the King Street East crosswalk be to the satisfaction of the Town.**

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,

**It is understood that no changes to King Street East are planned by the Town at this time. All internal streets within the 425 King Street East subdivision are local roads and do not qualify as main pedestrian routes.**

iv) opportunities for pedestrian connections with adjacent sites should also be explored, and will be required wherever feasible.

**Orchard Avenue is an extension of an existing street, which will also facilitate the logical extension of the pedestrian network. A pedestrian connection with the abutting Molly Baker Trail is proposed.**

The Official Plan external building design policies (Section 5.2.8) as they relate to the proposed subdivision are discussed below:

*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 the Town shall seek design which reflects the directions in the Town's Urban Design and Landscape Guidelines and, in particular:*

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;*

**The homes in the 425 King Street East subdivision will have the following energy efficiencies and features:**

- a) Dwellings to have all masonry façade with siding accent gables
- b) High efficiency gas furnaces c/w digital thermostat
- c) R-60 blown-in insulation in attic
- d) R-25 BIBS insulation system
- e) R20 CI basement insulation
- f) Qualified insulation in exterior studded walls above grade
- g) Integrated Heat Recovery Ventilation (HRV) system
- h) Triple-pane insulated windows with low E
- i) Optimal value engineered wood framing – floor joists bonded to 5/8 OSB sub-floors with glue and screws
- j) Quality pre-engineered roof trusses
- k) 3/8 OSB roof sheathing

- l) Engineered 2x6in. exterior and 2x4 interior wall construction
- m) Water efficient faucets and shower heads
- n) Low consumption toilets
- o) Energy Star qualified rental on demand tank-less water tank
- p) Each home blower-door tested by independent energy advisor

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;*

**The area surrounding the site to the east and west appears to have developed several decades ago with predominately bungalow, single-detached dwellings. The introduction of townhouse style dwellings is representative of modern, higher density development that is to be located on an arterial road. The 425 King Street East subdivision will serve to enhance the character of existing adjacent development by adding a new housing type into an area where it does not currently exist. It is important to note that townhouse style dwellings were not common to the surrounding neighbourhood when originally established decades ago. The proposed townhouse elevations demonstrate a strong public face with a variety of architectural elements and building materials to create a dynamic and complimentary rhythm to Orchard Lane, which will be complimentary to adjacent development. Massing of the townhouses is similar to that of the heritage property abutting to the east known as Tangmere (No. 427) and considered a gradual transition to the other bungalow, single-detached dwellings.**

iii) *clearly defines public and private spaces;*

**The public sidewalks and pedestrian trail connection within the road allowance will clearly define public and private property.**

iv) *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;*

**The 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. Ten (10) or 37% of the proposed dwelling units will be single-storey and will be desirable to new and future residents with mobility issues.**



v) *is in scale with surrounding development;*

**The 425 King Street East subdivision is considered to be a gradual transition of scale and massing of built form from the existing low-density residential development and will have no adverse impact on Tangmere House to the east. The medium-density residential proposal meets principal locational criteria of being adjacent to public open space and frontage and access from an arterial road. On this basis, the proposed development is considered appropriate infill development of a vacant parcel. The previously submitted Heritage Impact Assessment of the development on the abutting heritage property (Tangmere to the east) recommended high quality of landscaping of the 5.0-metre road widening to be deeded to the Town, in order to enhance the streetscape adjacent to Tangmere.**

vi) *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:*

a) *the use of architecture and facade treatment (e.g. landmark materials to reflect the heritage of the community;*

**The enclosed building elevations demonstrates the use of high quality masonry, brick and siding by the builder in varying colours.**

b) *front doors and generous real windows, or in some cases three dimensional display windows, on any major walls facing streets;*

**Fenestration of major walls of townhouse dwellings facing streets has been maximized based on the housing type.**

c) *strong pedestrian connections to the street, while drive through uses, where permitted, are carefully positioned to minimize impacts on the street;*

**All buildings will provide direct pedestrian connections to the street.**

d) *the location of outdoor activity areas (e.g. patios), landscaping and other site design elements.*

**The Development Site Plan demonstrates that front yard setbacks have been minimized. It is intended that front yards and exterior side yards act as the “public face” for each dwelling. Private amenity areas are provided in the rear yards for each dwelling.**

The Official Plan signage policies (Section 5.2.9) as they relate to the proposed subdivision are discussed below:

*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.*

**No permanent signage is proposed to be installed at the entrances to the 425 King Street East subdivision.**

The above analysis has carefully considered the applicable Official Plan sustainability and design policies for subdivisions within Mixed Use areas. It is our planning opinion that the 425 King Street East subdivision conforms to the intent of the Official Plan sustainability and design policies.

### 3.0 TOWN OF COBOURG URBAN AND LANDSCAPE DESIGN GUIDELINES

The Town of Cobourg Urban and Landscape Design Guidelines (ULDG) were completed in 2010 and provide policy direction on design of both public and private realms. All new development is to respect the policies and recommendations contained therein. The following analyses the relevant sections from the Design Guidelines, focussing on streets and streetscapes, parking and building typologies.

The ULDG streets and streetscape policies for arterial roads (Section 3.4.1.1) as they relate to the proposed subdivision are discussed below:

- *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.*

**The proposed development has frontage and access from King Street East with a density that may be considered to be transit supportive. Through consultation with Town staff, a 5-metre widening of King Street is required. This will provide for future planning in the event King Street evolves into a more urban character with well landscaped and pedestrian oriented boulevard.**

- *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.*

**As part of the approval of the subdivision, a 5-metre road widening along King Street East would be deeded to the Town for future planning purposes. It is understood that any reconstruction of King Street East would be a Town-led initiative.**

The ULDG streets and streetscape policies for local roads (Section 3.4.1.3) as they relate to the proposed subdivision are discussed below:

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

**Orchard Avenue, a local road is proposed to be extended through the development in an 'L' shape completing the delineation of a traditional urban block. King Street East and Coverdale Avenue form the other two sides of the block. The **Development Site Plan** demonstrates the intent to provide planted boulevards within the public right-of-way.**

The ULDG streets and streetscape policies for sidewalks in mixed use and commercial areas (Section 3.4.1.6) as they relate to the proposed subdivision are discussed below:

- 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.*

**The boulevard between the existing sidewalk and curb edge along King Street East appears to be deficient by approximately 1 metre. The required road widening of the King Street road allowance will provide additional boulevard space in the event of reconstruction.**

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

**The required 5-metre road widening of King Street East includes 9.0-metre by 5.0-metre sight triangles. This will provide area for enhanced sidewalk conditions at the intersection of Orchard Avenue and King Street.**

- 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.*

**As the interface of Orchard Avenue with King Street East will be reconstructed; feature paving of the crosswalk along King Street is proposed, subject to detailed design to the satisfaction of the Town.**

- f. Sidewalks should connect with adjoining recreational trail networks, wherever possible.*  
**There are existing on-street cycle lanes on each side of King Street East. The proposed sidewalk for the Orchard Avenue extension connects directly to the existing sidewalk and the on-street cycle lane along King Street.**
- 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.).*  
**All sidewalks will be constructed to municipal standard.**
- j. As provincially mandated, curb ramps should be used to provide assistance to persons with disabilities, as well as providing a proper transition between the road surface and top-of-curb at pedestrian sidewalk corners.*  
**Details of the sidewalk will be confirmed during detailed design stage.**

The ULDG streets and streetscape policies for sidewalks in residential areas (Section 3.4.1.7) as they relate to the proposed subdivision are discussed below:

- a. Residential area sidewalks should be a minimum of 1.5 metres wide and be provided on both sides of all residential streets.*  
**It is our understanding that an acceptable standard for local roads is to provide a sidewalk on one side of the street. The **Development Site Plan** provides a 1.5-metre wide public sidewalk connection from King Street East along the west side of the Orchard Avenue extension. Due to the presence of the Molly Baker trail at the southern edge and the desire to maintain existing tree coverage, a formal sidewalk is not proposed along the south boundary of the road allowance.**
- b. The design of sidewalks should be coordinated with intersecting driveways and private pedestrian walkways.*  
**Details of the sidewalk construction as it crosses driveways will be confirmed during detailed design stage.**
- c. All sidewalks shall be barrier-free.*



**All sidewalks will be barrier-free. Details of the sidewalk will be confirmed during detailed design stage.**

- 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.*

**The Development Site Plan demonstrates a 2.5m wide grassed boulevard between the sidewalk and curb. Details of the sidewalk surface will be confirmed during detailed design stage; however, typical poured concrete treatment for the sidewalk is proposed.**

- 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.*

**The Development Site Plan demonstrates street trees in the landscaped boulevard on both sides of the Orchard Avenue extension. The boulevard on the west side of the road with the sidewalk is 2.5 metres wide.**

The ULDG streets and streetscape policies for crosswalks and intersections (Section 3.4.1.8) as they relate to the proposed subdivision are discussed below:

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

**A continuous sidewalk has been provide on the west side of the Orchard Avenue extension. There is currently no public sidewalk on the existing portion of Orchard Avenue.**

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

**Details of the crosswalk construction will be confirmed during detailed design stage.**

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

**Details of the surface marking, construction materials and signage will be confirmed during detailed design stage.**

- 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.*

**Feature brick paving of the Orchard Avenue/King Street East crosswalk is proposed.**

- 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.*

**Details of the Orchard Avenue streetscape will be confirmed during detailed design stage. As Orchard Avenue is a local road, only street trees, light standards and required signage are contemplated, which will assist in mitigating visual obstructions.**

The ULDG universal design policies for the private realm (Section 3.4.5) as they relate to the proposed subdivision are discussed below:

- *The principles of universal design should be applied in all private realm developments to ensure access for individuals of varying ability.*
- *For more detailed guidelines and standards, please refer to:*
  - **Section 3.4.5 Universal Design (Public Realm)**
  - *Ontario Building Code (Section 3.8: Barrier-Free Design)*
  - *Ontarians With Disabilities Act (AODA)*
  - *Northumberland County Design Standards for Accessibility*
  - *Principles of Universal Design*
- a. *The design of buildings other than single, semi-detached or townhouses, should result in accessibility for everyone.*

**The built form of the proposed development will be townhouses.**

- b. *At a minimum, design choices relating to circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out in Section 3.8 of the Ontario Building Code (OBC).*
- c. *Barrier-free access to the ground level of all publicly accessible buildings should be provided. Access structures such as ramps should be designed to harmonize with buildings.*

**Townhouse units will be available in both single-storey and two-storey designs providing opportunities for accessible features.**

- d. Curb ramps should provide barrier-free connections between the street and pedestrian walkways.*
- e. All public sidewalks shall be barrier-free. Street trees and landscaping, seating, public art and signage should not be an obstacle to the barrier-free path of travel.*

**The Orchard Avenue extension will be a public road and pedestrian walkways will be designed to municipal standards. Street trees are proposed to be planted in the grassed boulevard, along with any signage and there is no apparent concern regarding obstacles in providing a barrier-free path of travel.**

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

**As the proposed development fronts onto the portion of King Street East designated as a Mixed Use Corridor feature brick paving is proposed for the King Street crosswalk area, subject to detailed design to the satisfaction of the Town.**

The ULDG on-street parking policies (Section 3.5.1) as they relate to the proposed subdivision are discussed below:

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

**The proposed 8.5-metre wide travelled road will accommodate one parallel on-street parking lane, which is consistent with Section 3.4.1.3 Local Roads of the Urban and Landscape Design Guidelines.**

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

**No bump-outs are proposed; however the turning radii at King Street East have been reduced to nine (9) metres.**

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

**A landscaped boulevard is proposed, which can accommodate snow storage.**

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

**Grassed boulevards have been proposed along King Street East and the Orchard Avenue extension, which will promote drainage and an enhanced street edge.**

The ULDG building typologies policies for residential buildings (Section 4.5.2) as they relate to the proposed subdivision are discussed below:

1. *Create a Strong Public Face: As the Town of Cobourg evolves, a large amount of residential development will remain as low-rise single and semi-detached buildings on local streets. The houses that line these streets substantially influence the image and pedestrian experience of the streetscape. House designs that accentuate an attractive and animated building frontage using elements including large windows, front porches and steps combined with architectural variety will contribute positively to the streetscape and aid in casual surveillance opportunities. Garages should not be the dominate feature of the house and should not preclude opportunities to have useable rooms that look out onto the street.*

**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 provide a variety of architectural elements. Covered doorways provide for a dual purpose porch detail and diminishing the presence of the garage. Spaces have been maximized to have useable rooms that look out onto the street – on the ground floor in the single-storey units and on the second floor of the two-storey units. See Figure 3 below for detail.**

2. *Automobile Storage should be Subordinate: To reduce the impact of automobile storage, the house façade should have greater expression than the garage through a well articulated façade.*

**The townhouse elevations utilize cover doorways, gable roof lines, dormers, and well as changes in building materials to diminish the presence of the garage. Specifically, the covered doorway porches will project past the garage, closer to the street, to provide relief and façade articulation.**

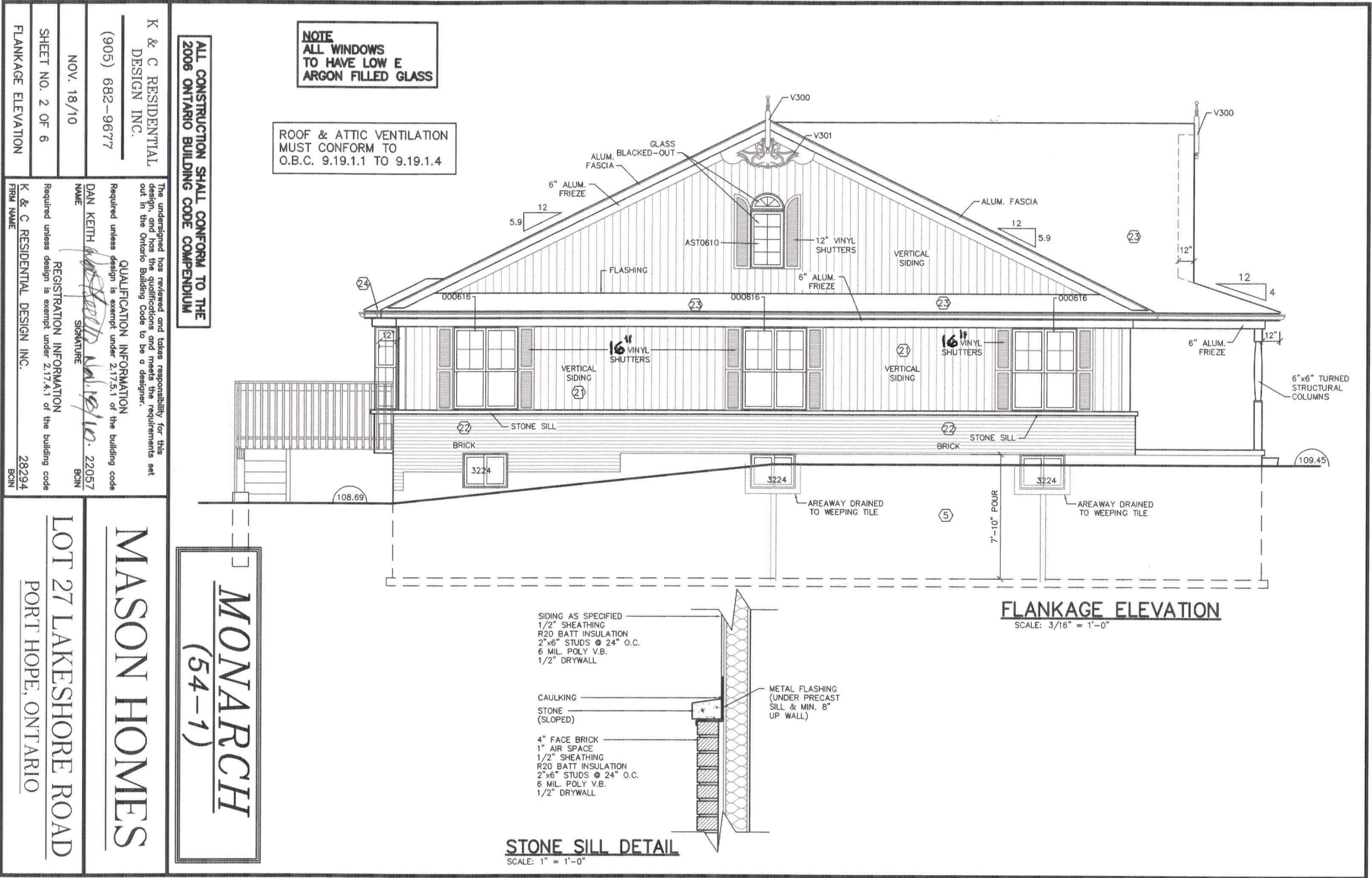
3. *Create Dual Frontages on Corner Lots: On corner lots, give positive expression to the two street frontages through the use of wrap-around front porches or sunrooms, bay windows and side entrances, where possible. Privacy fencing should be limited to screening the back yard only.*





**TOWNHOUSE ELEVATION RENDERING**  
*425 KING STREET EAST SUBDIVISION*  
*MASON HOMES*





**Special façades have been designed for the three exterior units within Blocks 1, 2 and 5 that face King Street East and Orchard Avenue. See Figure 4 above for detail. Privacy fencing has been reduced to screen the rear yard amenity areas only.**

4. *Ensure Creative, High-Quality and Diverse Design:* Housing design is intended to encourage creativity and diverse interpretation of architecture. The design guidelines will enable a variety of housing projects and styles while still creating cohesive, integrated and attractive neighbourhoods.

**Each townhouse dwelling has had careful consideration to articulate a diverse façade utilizing high-quality building materials such as brick and stone. There are three distinct unit designs within the townhouse façade, which are then mirrored on either side of the centre unit. The effect of this design is that each unit is clearly defined, having the appearance of being functionally separate from the neighbouring unit, while providing for the density desired with the townhouse built form.**

5. *Activity & Safety:* An animated residential streetscape is a key design consideration. Housing should incorporate designs with habitable, street facing rooms (i.e. living, dining rooms and kitchens) to promote neighbourhood safety through “eyes on the street”.

**Space for habitable rooms has been maximized with the townhouse design to provide “eyes on the street.”**

6. *Context Sensitive:* The mass, scale and architectural elements of residential buildings should be sensitive to adjoining areas.

**Single-detached dwellings exist to the west, south and east. A designed heritage dwelling abuts directly to the east. Large institutional buildings exist to the north. The site however is designated as part of the King Street East mixed-use corridor, which has different planning policies than the established residential neighbourhood surrounding the property. The proposed townhouse dwellings will act as a compatible transition from the surrounding neighbourhood to the larger institutional uses to the north. Compatibility of the townhouses with surrounding uses is further analyzed below.**

7. *Housing Variety & Choice:* A full range of housing types (i.e., detached, semi-detached, townhouse, apartments) should be provided to accommodate a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others). A range of housing types will provide flexibility over time.

The established neighbourhood to the west, south and east is comprised nearly entirely of single-detached dwellings. The proposed development will provide a new housing type to the area, which is encouraged in the Provincial Policy Statement and County Official Plan. This will assist the Town in providing housing to a wider range of demographic, creating a more diverse and complete neighbourhood.

- Residential Typologies

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

**The proposed townhouse dwellings will act as a transition from the surrounding neighbourhood to the larger institutional uses to the north.**

The ULDG building typologies policies for building variation and density (Section 4.5.2.1) as they relate to the proposed subdivision are discussed below:

- 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.*

**The proposed development will provide for a more diverse and complete neighbourhood by introducing a new housing type into the area that does not currently exist.**

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

**Character of the townhouse elevations can be considered a mixed craftsman style. A mix of brick, stone, siding are arranged differently on three units and is reflected around the centre unit. As the façade design of the townhouse dwelling varies from unit to unit, the overall effect will be repeated through the development and provide a distinct neighbourhood character. Colours of the brick, siding and stone may vary through the development to strengthen its character and alleviate a sense of repetition of the streetscape.**



- c. *Higher density development should occur in areas that benefit from increased population and have a variety of movement and travel options, including sites located close to:*
- *The Mixed Use/Corridor Area;*
  - *Large public open spaces; and,*
  - *Larger institutional/community uses.*

**As the site has frontage and access to the King Street East mixed-use corridor, a higher density can be considered. The development provides a density of 26 units/net hectare (including the road allowance), which meets the threshold to be considered transit supportive. On-street cycle lanes are provided along King Street to facilitate active transportation. King Street East also includes a bus route, which the development will have direct access to.**

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

**Maximum building height of the proposed townhouse dwellings will be two stories. Rear yard setbacks proposed for the townhouse dwellings will range from 7.2 metres to 16.9 metres which exceeds up to two times the R4-4 Zone minimum. There are no apparent concerns in regard to transitioning of the development with adjacent low-rise residential neighbourhood. The townhouse building form is integral in achieving a transit supportive density, which is appropriate along an arterial road and mixed-use corridor.**

The ULDG building typologies policies for building height (Section 4.5.2.2) as they relate to the proposed subdivision are discussed below:

- a. *The following table generally summarizes the range of appropriate heights for typical housing types: Townhouse (Row) – 2-4 storeys*

**A maximum building height of 2 storeys is proposed.**

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

**Two storeys is consistent with the established building height in the immediate vicinity and there are no apparent need to apply height transition techniques.**

The ULDG building typologies policies for residential orientation (Section 4.5.2.3) as they relate to the proposed subdivision are discussed below:

- 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.*

**The Development Site Plan demonstrates the main, or principal, façade of the townhouse dwellings are parallel to the Orchard Avenue extension. All front yard setbacks are intended to be consistent and align to frame the street wall. All units will have their front entrance oriented parallel to the Orchard Avenue extension, including the exterior units.**

- 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.*

**The three exterior units noted above that will have dual frontage shall have similar façade treatments and fenestration on both the front and exterior sides to reflect their more prominent locations in the development, especially the units fronting onto King Street East. See Figure 4 above for detail.**

The ULDG building typologies policies for residential setbacks (Section 4.5.2.4) as they relate to the proposed subdivision are discussed below:

#### Front Yard

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

**The Development Site Plan demonstrates a “no encroachment” area of 3.0 metres.**

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

**A minimum 3.0-metre setback has been provided from the covered doorway porch to the front lot line. This will require a minor variance**



**application, which shall be processed following draft approval of the subdivision.**

#### Rear Yard

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

**Twenty-two (22) out of twenty-seven (27) – 81% – of the lots will have a 14.0-metre to 16.9-metre rear yard setback. The proposed rear yard setbacks exceed the required R4-4 Zone minimum by 1.7 to 2.4 times. The one exception is the westerly unit within Block 3, which only slightly exceeds the minimum.**

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

**The rear yards provided will have adequate space for decks/porches and garden sheds. The rear yards provided are also intended to facilitate tree preservation.**

The ULDG building typologies policies for articulation and detailing (Section 4.5.2.5) as they relate to the proposed subdivision are discussed below:

#### Walls

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

**Elevations has been prepared to demonstrate flanking façades for the three exterior units (Figure 4) and will have a design standard equal to the front façade treatment (Figure 3).**

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

Brick, stone and wood siding are intended to be utilized. The townhouse elevations demonstrate the treatment of these materials have been carefully arranged to break up the façade with each unit having a distinct visual separation from the adjacent unit.

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

**Construction of the townhouse dwellings will conform to current Ontario Building Code standards.**

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

**It is understood that this guideline is intended to address single-detached dwellings. Each townhouse dwelling has been carefully designed so that each unit appears visually distinct from the adjacent unit. Due to this variation in the façade, it is intended to result in a strong overall character. To further strengthen the character of the proposed development, there will be a variation in the colour of the brick, stone and siding.**

*Porches and Building Projections*

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

**Cover doorway porches are provided.**

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

**The columns for the covered doorway porches utilize the craftsman architectural style, which are square set on a stone base. This is consistent with the other craftsman style elements of the townhouse façade, principally the gable roof details.**

- 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.*

**The covered doorway porches will only require one or two steps and there will be no exposed porch underside. The porch base will be concrete, nearly at grade, with no opportunity to wrap other finish materials around all sides. Grading may be incorporated to eliminate the need for steps.**

- 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.*

**There are three covered doorway porch designs which are reflected on both sides of the centre unit. The style of the columns is consistent across the three porch designs; however the roof detailing varies between small and large craftsman-style gables and hip-style roofs. Overall, the covered doorway porches appear to be balanced when appreciating the townhouse dwelling as a whole.**

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

**Wraparound porch detailing is not possible for the exterior unit due to their internal layout.**

- 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).*

**The Development Site Plan demonstrates that rear yard amenity areas for the three exterior units are screened from the street.**

#### Windows

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

**Glazing flanking the street has been maximized within the space constraints of typical 8.9-metre wide townhouse unit frontage.**

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

**Each window has been positioned to provide natural ventilation, light and views from useable rooms.**

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

**There are no plans to utilize skylights or clerestory windows upon initial construction of the development. Any use of these types of window will be at the future discretion of the individual homeowner.**

#### Roofs

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

**The use of hipped roofs and gable detailing has created three distinct unit styles, which are reflected on either side of the centre unit. This variation in the roofline creates individuality of address for each unit within the proposed townhouse dwellings.**

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

**Our assessment of the surrounding neighbourhood, specifically the newer development along Foote Crescent, indicated a mix of hip and gable roof designs that also incorporate dormer elements. The roof design for the proposed townhouses will be consistent in massing with the surrounding neighbourhood.**

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

**Designer asphalt singles are proposed for the roof materials in a charcoal grey, which will be similar in colour as the window frames and garage door.**

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

**Roof slopes for the proposed townhouse dwellings range from 30 degrees to 45 degrees.**

- 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.*

**Three distinct unit designs have been provided which are reflected on both sides of the centre unit.**

- 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.*

**Specific attention has been considered for the use of dormers, 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. Incorporating false windows and dormers into buildings is discouraged.*

**There are no false dormers proposed for the townhouse dwellings.**

The ULDG building typologies policies for attached garages (Section 4.5.2.6) as they relate to the proposed subdivision are discussed below:

- 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.*

**Double garages are proposed for each townhouse unit. Other architectural elements have been incorporated into the elevation such as, gabled and hipped roofs, dormers, covered doorways, articulation and fenestration of the façade and mix of building materials to balance and diminish the presence of the garages. The covered doorway porches project past the garage and principal façade and the second storey townhouse units have been completely integrated above the garage. To further reduce the dominance of the proposed garages on the streetscape, attractive, high-quality, carriage-style doors with windows are proposed in a complementary colour so as to blend with the overall colour scheme.**

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

**The covered doorway porches project beyond the front façade and garages.**

- 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.*

**Due to the natural heritage features along the west and east property lines to be preserved, rear yards have been maximized and front yard depth minimized. Useable rooms fronting onto the street and landscaping opportunities have otherwise been maximized.**

- 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.*

**Carriage-style doors with windows are proposed in a complementary colour so as to blend with the overall colour scheme 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.**

- 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.*

**No garage will front on to King Street East, an arterial road.**

The above analysis has carefully considered the applicable design policies for subdivisions within Mixed Use areas and along arterial roads. It is our planning opinion that the 425 King Street East subdivision conforms to the intent of the Town's Urban and Landscape Design Guidelines.

## 4.0 PLANNING OPINION AND CONCLUSION

This Urban, Landscape and Sustainable Design Report was prepared in support of an application by Mason Homes for Draft Approval of a Plan of Subdivision. The subject property is located at 425 King Street East, on the south side. The subject lands are currently vacant. There will be five blocks created for 27 townhouse dwellings. Access to the subdivision will be via a new internal street fronting onto King Street East and the extension of Orchard Avenue.

The proposed plan of subdivision for 425 King Street East has had regard to relevant urban design and sustainability policies of the Town of Cobourg Official Plan and Urban and Landscape Design Guidelines. Plans have been modified from the February, 2018 submission to ensure conformity of the project to the applicable policies. The application for Approval of a Draft Plan of Subdivision by Mason Homes for 425 King Street East in Cobourg is consistent with the policies of the Town of Cobourg Official Plan and Urban and Landscape Design Guidelines, and represents good planning.

## 5.0 REPORT SIGNATURE

**RFA PLANNING CONSULTANT INC.**

**Shawn Legere, MCIP, RPP**  
**Urban Designer/ Planner**

**Ruth Ferguson Aulhouse, MCIP, RPP**  
**President**

**FIGURE 1 – DEVELOPMENT SITE PLAN**

**FIGURE 2 – CONCEPTUAL LANDSCAPE PLAN**

**FIGURE 3 – TOWNHOUSE ELEVATION RENDERING**

**FIGURE 4 – EXTERIOR UNIT (FLANKAGE) ELEVATION**