

URBAN, LANDSCAPE & SUSTAINABILITY DESIGN BRIEF

156 Wilmott Street

Date:
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Prepared for:
Brock Street Brewing Company

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1. INTRODUCTION

Andrew Smith Building Design (ASBD) has been retained by Brock Street Brewing (“the Owner”) to prepare an Urban, Landscape and Sustainability Design Brief for a proposed infill development on their lands municipally addressed as 156 Wilmott Street in the City of Cobourg (hereafter referred to as the “Subject Lands” or “Site”). The Proposed Developed Area is located on the east side of Wilmott Street between Dodge Street and Thompson Street (Figure 1).

The purpose of this Urban, Landscape and Sustainability Design Brief is to illustrate how the proposal will meet the design objectives provided for this area in the Town of Cobourg.



Figure 1 - Location of Subject Lands and Proposed Development

156 Wilmott Street

The Proposal (**Figure 2-10**) is for two industrial buildings. Phase 1 includes a new 3,716 m² (40,000 ft²) one-storey bottling, distribution, and warehouse facility for the Owner. This principal building will be used for Ready to Drink (RTD) Beverages. RTD beverages include alcohol-based products such as vodka sodas, and non-alcoholic products such as energy drinks, nitro cold coffees, etc. Neutral grain spirit will be brought to the facility in finished form for mixing and packaging. Distillation will not take place on site. The packaging plant will also include an on-site restaurant and retail store/bottleshop which will be situated at the west end of the building.

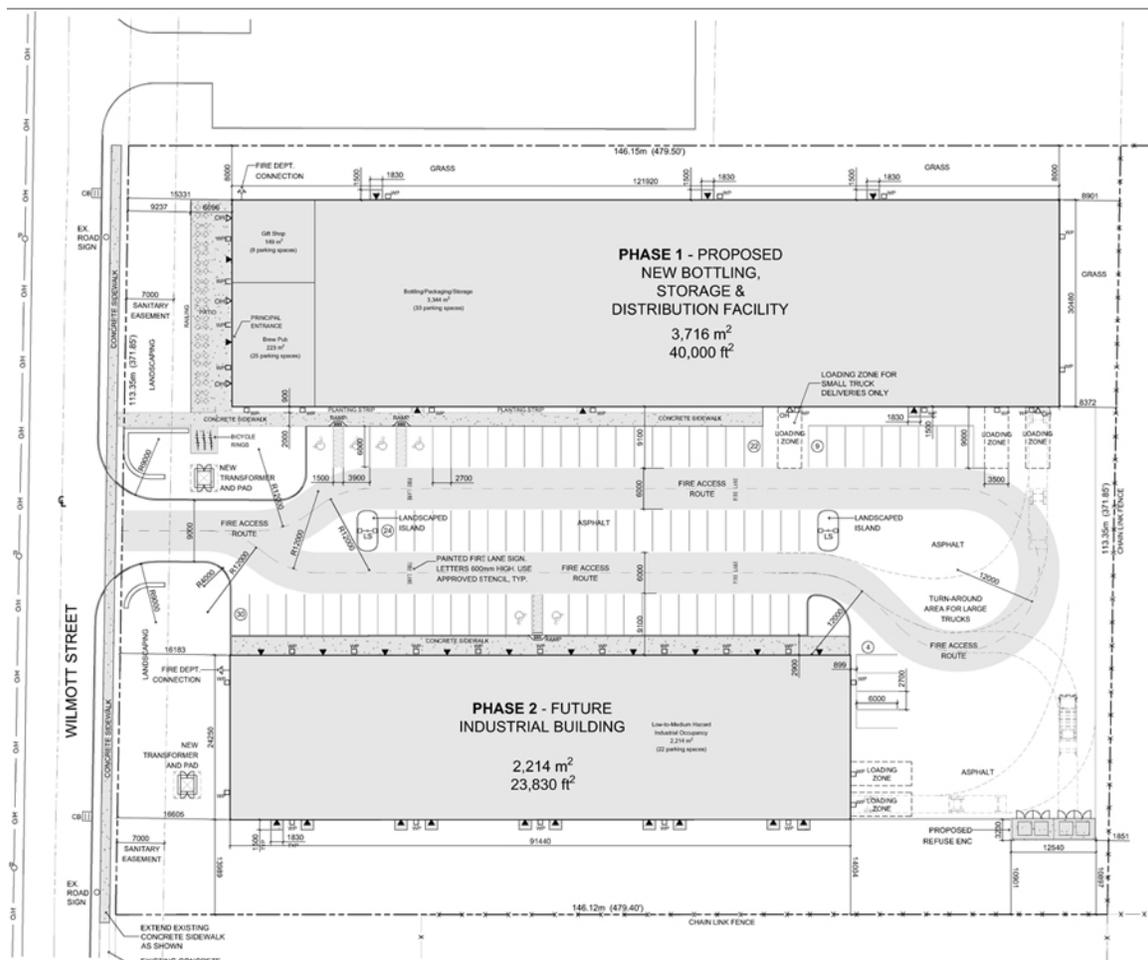


Figure 2 - Site Plan of Proposed Development

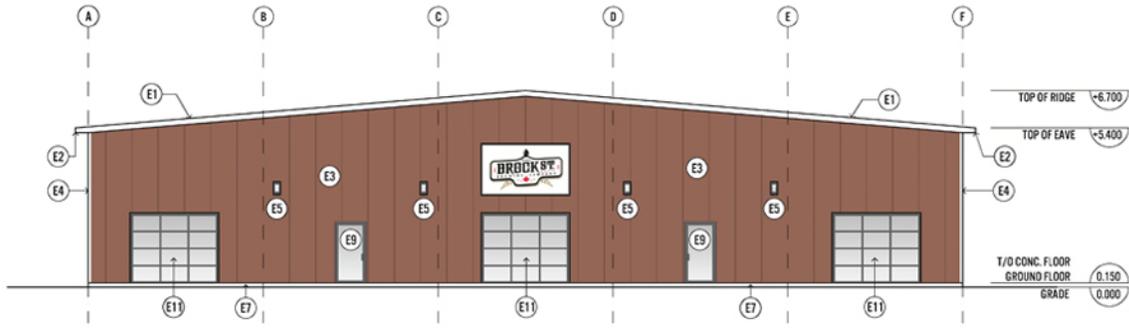


Figure 3 - Phase 1 - West Elevation Fronting Wilmott Street

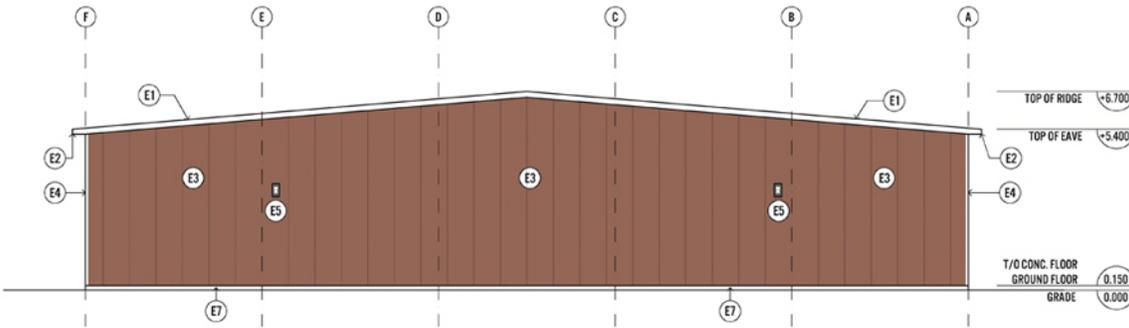


Figure 4 - Phase 1 - East Elevation Facing Rear Yard

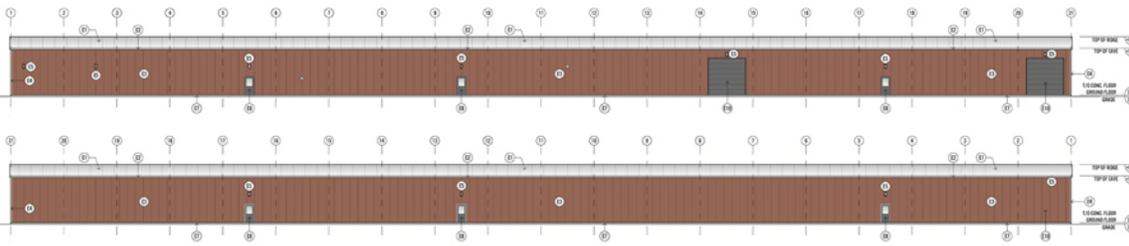


Figure 5 & 6 - Phase 1 - South and North Elevations

Phase 2 includes a new 2,214 m² (23,830 ft²) one-storey 10-unit industrial building. Phase 2 will be constructed based on market demand for this space. The proposed building includes up to 10 separate units to be leased to businesses that suit the current LM-1 zoning. Businesses that complement Brock Street Brewing and create a market-style environment for small artisanal operations will be encouraged. The building will be constructed once tenant interest is confirmed.

The proposed development will organize vehicular access and parking in the centre of the property. A total of 89 parking spaces will be provided, including 6 barrier-free spaces. 31 spaces (inclusive of 4 barrier-free spaces) will be located immediately adjacent the main building. 24 spaces, flanked by landscaped islands, will be located in the centre of the parking

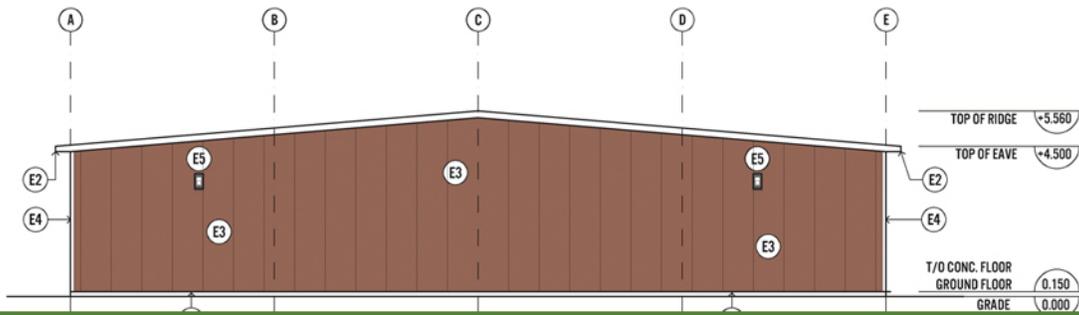


Figure 7 - Phase 2 - West Elevation Fronting Wilmott Street

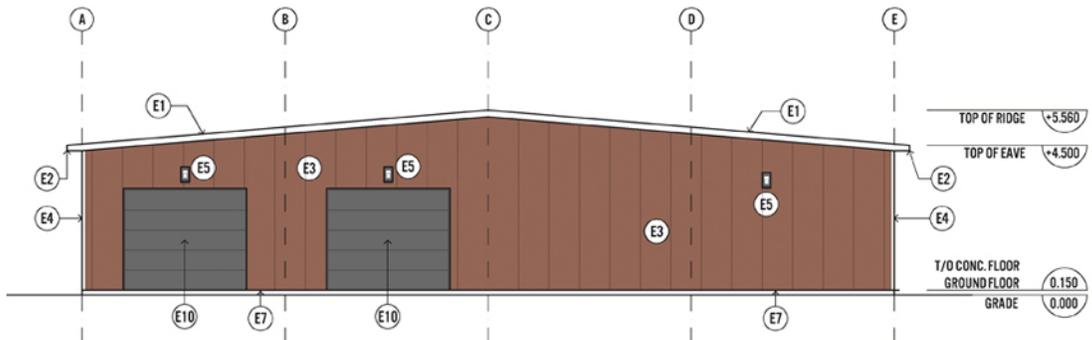


Figure 8 - Phase 2 - East Elevation Facing Rear Yard

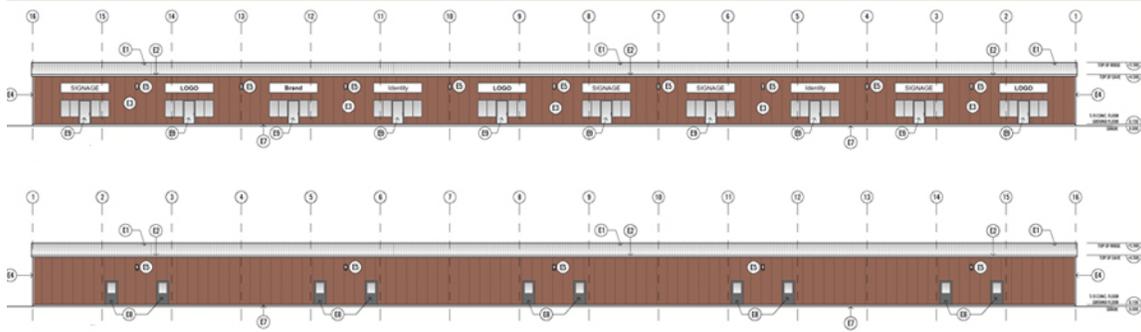


Figure 9 & 10 - Phase 2 - North and South Elevations

area. 30 spaces (inclusive of 2 barrier-free spaces) will be located directly in front of the multi-unit building (Phase 2). The remaining 4 spaces will be located at the side of the second building. Sufficient space will be provided for truck access and turning.

Landscaping fronting along Wilmott Street has been proposed to provide a pedestrian-oriented streetscape and establish an attractive building frontage along a major arterial road.

Site Location and Context

The site is located on the east side of Wilmott Street, north of Thompson Street and south of

Dodge Street. Located approximately 2.2km from downtown Cobourg, the subject property is located in the Southeast Quadrant, as identified in the Town of Cobourg’s Urban and Landscape Design Guidelines (ULDG), See **Figure 11, 12**.



Figure 11 - Site Location

Site Context

The South East Quadrant is a predominantly residential quadrant. The subject property is located within the Lucas Point Business and Industrial Park in the east end. Institutional uses are centred around the intersection of King Street and Cottesmore Avenue. Brook Creek, Donegan Park and Lucas Point Park form the natural environment in the quadrant. Major north-south connections include Workman Road, Brook Road and D’Arcy Street. King Street provides the major east-west connection.

The Lucas Point Business and Industrial Park comprises predominantly one-storey commercial, industrial and manufacturing buildings. Immediately adjacent the site to the north is Rusco Manufacturing. Enbridge Gas is located directly south, and Loadstar Trailers is constructing its new manufacturing facility immediately to the east.

In close proximity to the site is a large stable residential area. Located to the west, across Wilmott Street, this residential neighbourhood comprises mostly contemporary one and two-

storey detached residential homes. South of the site, along Wilmott Street, is Lucas Point Park. Fitzhugh Park is located within the residential neighbourhood, across Wilmott Street. **Figure 13.**



Figure 12 - Town of Cobourg's Main Areas and Quadrants

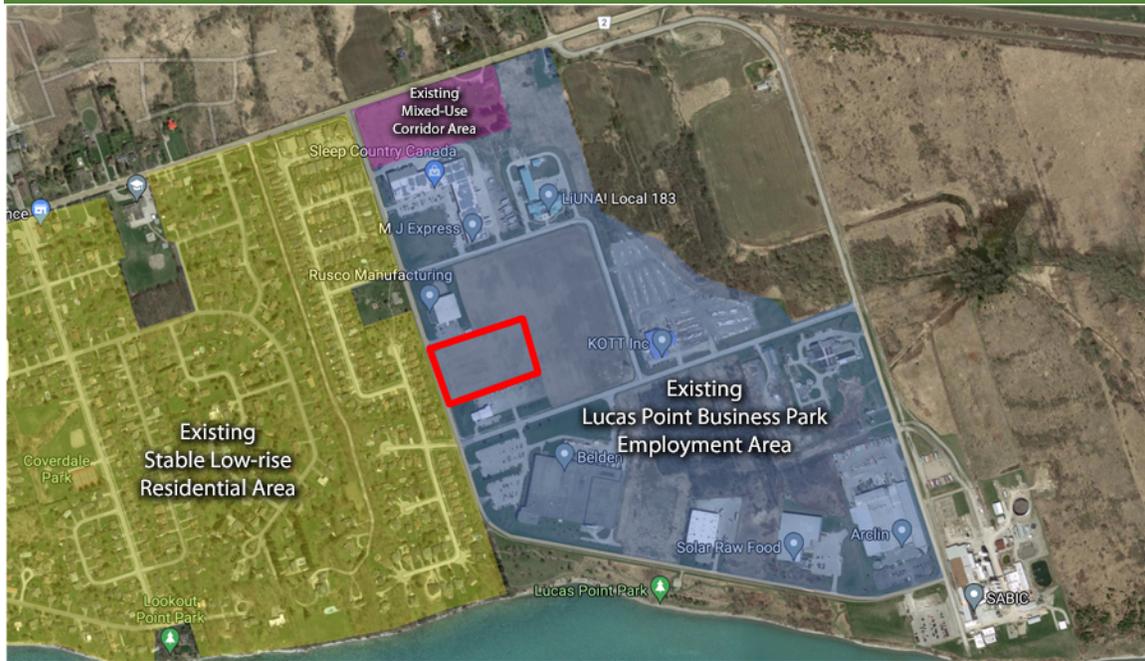


Figure 13 - Surrounding land uses within the immediate development area

The Site

The subject site is approximately 4.97 acres (16,562 m²) with a frontage of 113.35m onto Wilmott Street. The site is a rectangle, with no landscape or natural features. Sloping gently north-to-south, the empty site shares a chain-link fence with Enbridge Gas.

Context Photographs



Figure 14 - 156 Wilmott Street, looking east



Figure 15 - Looking South (Neighbour, Enbridge Gas)



Figure 16 - Looking North (Neighbour, Rusco Manufacturing)



Figure 17 - Looking West, across Wilmott Street to residential neighbourhood

2. PROPOSED DEVELOPMENT

Building and Site Design

The proposed development at 156 Wilmott Street is a two-phase low-rise industrial infill development, sited within a stable business and industrial park, in the east end of Cobourg.

The proposed one-storey industrial buildings, landscaped areas and on-site paved parking will complement the existing industrial and manufacturing architectural character of the area and is in keeping with surrounding building height, massing, lot coverage, siting and spacing within the business park.

Landscape Plan

The proposed Landscape Plan (**Figure 18**) provides a natural buffer along the front of the subject property. Located directly adjacent the front of the first building is an open patio to be used by visitors and patrons of the brew-pub. Strategic landscaping will frame the pedestrian access to the patio, as well as buffer the patio from the nearby residential area and street traffic. Native deciduous and coniferous shrubs and trees will provide a natural growing delineation between the private/public interface at the street. Views will be maintained for surveillance. Continuing south along the Wilmott Street frontage, native deciduous trees will be planted along the side of the future Phase 2 building.

A limestone gateway feature will be used to accent the driveway access. Two landscaped islands will bracket the interior parking spaces and help to define the driving aisles and fire access lane. Light standards will be located on these islands.

Native deciduous trees will be planted along the side property line and will help buffer and define the north and south property limits. The trees along the south property line are compatible with the adjacent stormwater management facility.

Coniferous trees will be planted in clusters along the east property line to help buffer the adjacent development and define the property boundary. Similar trees will be arranged around the refuse enclosure.

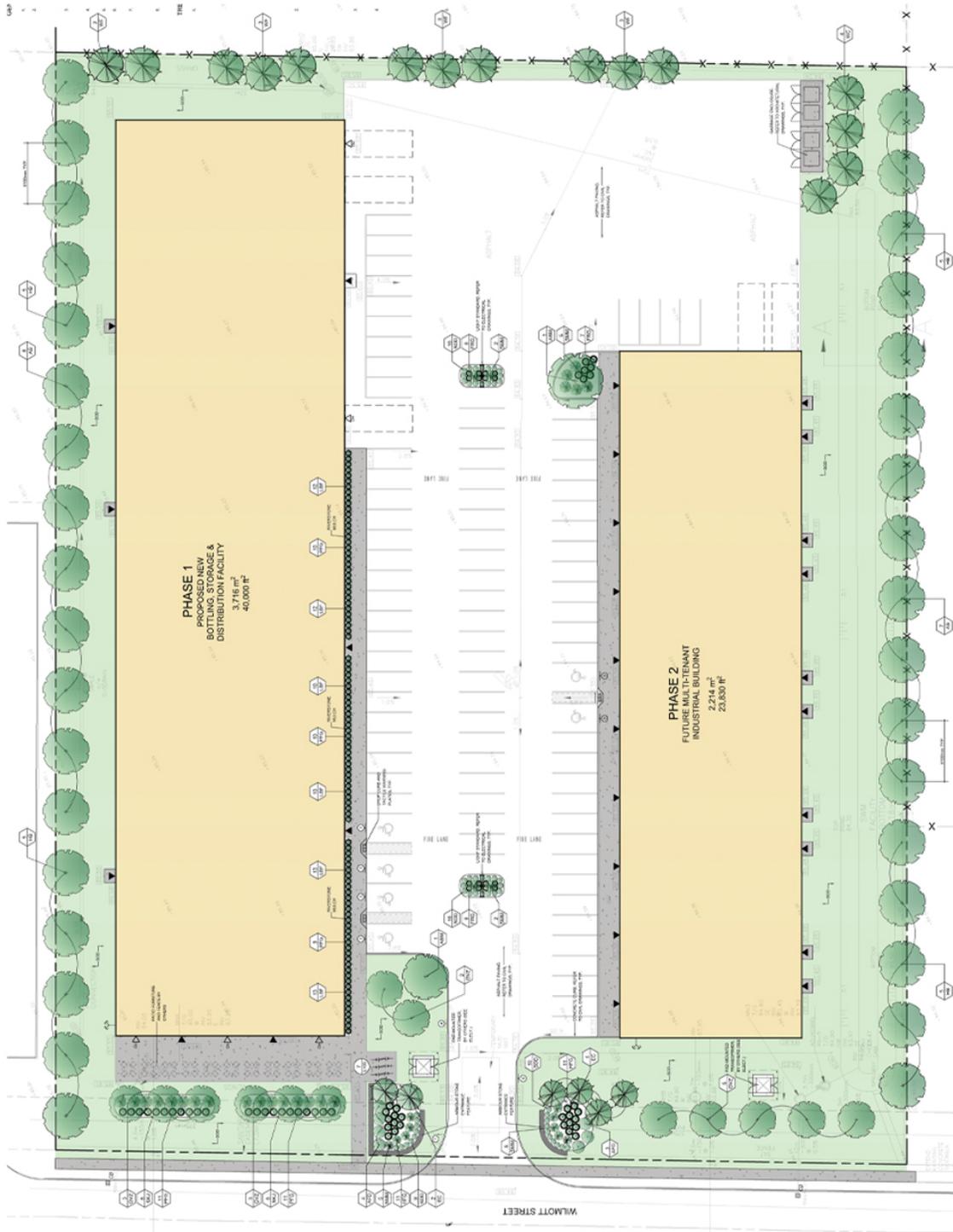


Figure 18 - Landscape Plan

3. POLICY CONTEXT

The following section will demonstrate how the proposed development satisfies the Town of Cobourg's community and urban design policies and guidelines, as well as the sustainability strategy of both the *Official Plan (OP)* and *Urban and Landscape Design Guidelines (ULDG)*.

Official Plan

Analysis of the Town of Cobourg Official Plan is scoped to the various sections that relate to sustainability and design, including accessibility and active transportation.

3.0 LAND USE STRATEGY

Section 3.2 Community Structure and Growth Management Strategy

3.2.3 Growth Management Strategy

iii} The employment allocation for the Town to the year 2031 is 1,260 additional jobs based on the Provincial allocation to the County and 1 new job for every 3.94 new persons, recognizing that the allocation is to be reviewed by the Province in 2011. The related land area is 22.5 gross hectares. The Town's current designated land exceeds the land required to accommodate these allocations, however, in accordance with the Growth Plan and recommendations of the County Growth Management Strategy, conversion of employment land to non-employment uses, including major retail uses, is discouraged and shall be subject to a municipal comprehensive review in accordance with the policies of Section 3.10.5.4 of this Plan.

The proposed development is located within an existing, stable business/industrial park and has been designed with consideration of the surrounding area. The development uses allocated lands designated for employment opportunities, and is providing a healthy base of employment to the Town of Cobourg.

Section 3.10 Employment Area

The proposed development is located within the Employment Land Use Area. Refer to **Figure 19 – Official Plan, Schedule A**.

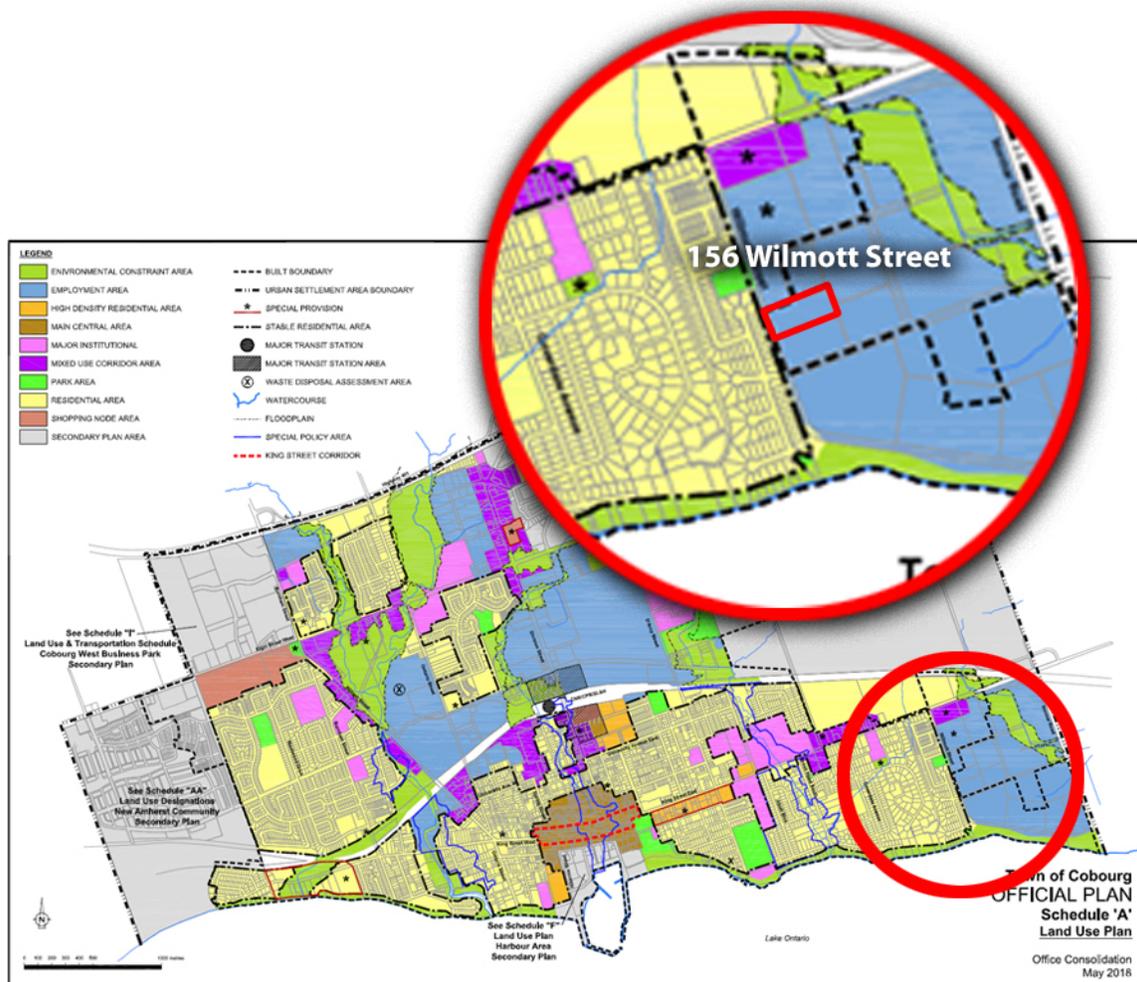


Figure 19 - Town of Cobourg Official Plan, Schedule 'A'

3.10.2 Permitted Uses, Buildings and Structures

i) industrial

The proposed Phase 1 and Phase 2 buildings comprise low-to-medium hazard industrial uses

3.10.4 Prohibited Uses, Buildings and Structures

i) retail and service commercial uses, with the exception of products produced and/or assembled on the premises which may be retailed from the premises subject to the regulations of the zoning by-law and provided that the retail operation generally occupies less than 15% of the area of the main building; and,

ii) eating establishments, with the exception that an eating establishment may be permitted as an ancillary use if it is subordinate to and supports the main use on the site.

The proposed Phase 1 development includes bottling and distribution of Ready to Drink alcoholic and non-alcoholic beverages. The retail space will offer direct-to-customer sales of these products, and the brew pub will be a small full-service dining space featuring the products bottled on-site. The retail area will accommodate approximately 4% of the floor area of the overall building, and the brew-pub will accommodate approximately 6%. Both the retail and brew-pub operations are ancillary to the main use of the building and supports the main use on the site.

3.10.5.1 Employment Area Zones

The subject property is located within an allocated Employment Zone, and has been designed in consideration of:

ii) Light Industrial Zone

This zone will permit industrial uses which are substantially enclosed in buildings, which have high performance standards, and which have operations which are not considered offensive. Open storage will be appropriately screened and will be limited in the site area which it can occupy.

The Phase 1 building will not be used to produce any offensive, noxious, or hazardous substances. All materials and ingredients for the ready-to-drink beverages will be brought in from off-site and bottled on the premises. All operations will be contained within the enclosed structure. There will be no open storage of materials or goods. The building will be designed to meet high performance standards and energy efficiency.

The Phase 2 building will be leased to tenants who meet the requirements of the LM-1 Zoning designation with respect to permitted uses and occupancies.

4.0 GREENLANDS SYSTEM AND SUSTAINABILITY STRATEGY

Section 4.8 Sustainability Strategy

4.8.2 Development Form

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

The development is proposed on property that is considered an infill site, thereby conserving land that has already been allocated for development. The buildings proposed on the site will be constructed to meet or exceed current energy efficiency standards. Systems and fixtures will include LED lighting, low-flow water closets, on-

demand hot water (where suitable), and employ strategies for reducing energy associated with heating, cooling and lighting such as programmable controls, motion sensors and smart building technologies. The south-facing roof slopes will also be evaluated for potential solar power generation.

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

Both Phase 1 and Phase 2 buildings are pre-engineered steel buildings, clad with insulated panels. All of the building shell components are engineered and manufactured off-site and delivered for construction. This method will significantly reduce construction waste. Using steel as the primary building component also helps conserve limited lumber resources.

iv) reduce greenhouse gases

The proposal represents an infill development on an existing underutilized vacant property fronting along a major arterial road that will contribute to the Town's vision for sustainable development and promotes better use of land resource and energy efficiency.

The proposal encourages pedestrian access and also defines an active street edge along Wilmott Street. The proposal also promotes alternative transportation modes, as the development is accessible by an existing transit route. Active transportation is also encouraged by providing bicycle parking facilities.

Landscaping will include native, non-invasive plant species where appropriate, including integration of drought-tolerant species to reduce water consumption.

Durable local and recycled building materials, where appropriate, will be used to reduce the carbon footprint of the development.

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

The existing vacant property comprises solely of unmanicured grasses and invasive plant species. The proposal will introduce native deciduous and coniferous species, along with sedges and grasses, which will encourage pollinator species to support birds, bees, and other invertebrate species.

4.8.3 Integrated Community Sustainability Plan

i) To enhance water conservation including water demand management for the efficient use of water; water recycling to maximize the reuse and recycling of water and the use of Low Impact Development Stormwater Management (LID)

There are no existing green system linkages or watercourses on the site. The proposal

includes an infiltration based on-site stormwater management facility through the implementation of surface drainage and control.

5.0 COMMUNITY DESIGN AND IMPROVEMENT

5.2 General Design Policies

5.2.1.2 Streetscape Design

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

Parking will be centrally located in one area, at grade, accessed by a single two-way entrance fronting onto Wilmott Street. Both buildings will be located close to the street edge, consistent with neighbouring buildings, and helping create a strong streetscape.

vi) parking areas for non-residential uses or apartments or other large scale residential uses shall be designed to minimize areas where they directly front on the street

Parking will be located within the site, with no parking areas directly fronting Wilmott Street.

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

There will be a patio constructed along the west elevation of Building A to support the retail and brew-pub occupancies. Landscaping will be used to provide a buffer between the street and the patio, as well as focus pedestrian traffic to the principal entrance. A limestone entrance feature will be used to highlight the vehicular entrance to the site.

5.2.4 Landscape Design

i) maintain and enhance the character of existing developed areas

The proposal will result in enhanced landscape features on an existing vacant property.

Landscaping will complement and enhance the adjacent properties and future development in the business park.

5.2.5 Safe Community Design

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

Exterior lighting has been proposed to provide appropriate levels of light for safe movement between the parking area and the building entrances using a combination of building-mounted light fixtures and two pole-mounted area lights. Concentrated lighting is provided at all entrances, and light pollution to adjacent properties is limited.

5.2.6 Accessibility and Visitability

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 development will include 6 barrier-free parking spaces, with signage and surface markings. Non-slip tactile pads will be installed on curb-ramps. Concrete walkways will be wide and open and treated with a non-slip broom finish. Building lighting and signage will be designed to accommodate visitors and employees with disabilities.

5.2.7 Active Transportation

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

Building 1 will have a direct pedestrian connection to the new concrete sidewalk. The public sidewalk will connect to the existing sidewalk network and provide access to the nearby public transportation stop. A bicycle rack will also be provided in a conspicuous location, encouraging alternative methods of transportation.

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

The primary access for pedestrians is separated from the vehicular access and parking area by the limestone landscape feature and natural landscape elements. The walkway along the south of Building 1 and the north of Building 2 will be raised above the adjacent parking area and protected with curbs. Tactile pads and broom finished

concrete will be utilized as required.

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

Bicycle racks will be provided adjacent the parking area as part of the separate pedestrian access for Building 1.

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

A new concrete sidewalk will be installed along Wilmott Street, directly connecting to the existing sidewalk to the south.

5.2.8 External Building Design

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 roof of both Building 1 and Building 2 will be designed to accommodate future solar panels, if feasible.

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 proposal utilizes a pre-engineered steel shell building form which is consistent with other commercial/industrial buildings in the business park. The architectural style of the building is simple and functional, and is consistent with neighbouring buildings. The front of Building 1 includes large glass overhead doors which will provide an open, welcoming feel on the pedestrian side of the building, and creating a warmer street frontage for the patio area.

v) is in scale with surrounding development

The one-storey proposal for both Building 1 and Building 2 are consistent with the scape and massing of nearby buildings in the business park.

5.2.9 Signage

Principal signage for Building 1 will replicate the company logo/trademark and clearly identify the use/function of the building. Individual signs will be provided for tenants of Building 2, as required. All signage will comply with Town by-laws.

Urban and Landscape Design Guidelines

The Town of Cobourg Urban and Landscape Design Guidelines have been developed to provide a comprehensive tool for the Town to review and assess development proposals in both the public and private realm and to ensure that they promote the highest quality of urban design and are well integrated with Cobourg's unique context.²

2.0 Vision and Guiding Principles

2.1 Community Vision

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

iv) A mix of employment uses which will continue to promote Cobourg's role as a major employment centre in Northumberland County

The proposal provides a mix of retail, dining and industrial uses which creates employment opportunities. The proposal represents an infill development on an existing underutilized vacant site fronting along an arterial road (Wilmott Street). The development will provide an appropriate building frontage and assist in establishing an active street front.

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

The proposal is situated along Wilmott Street with access to Route 1 bus transit to encourage transit usage. The proposal also provides bicycle parking at the south-west of Building 1.

3.0 Public Realm Guidelines

3.4 Streets and Streetscapes

3.4.1 Hierarchy and Treatments

3.4.1.2 Collector Roads

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

Collector Roads will have a higher level of design than Local Roads through the integration of boulevards that include wide sidewalks on both sides, consistent

paving, lighting and public art where appropriate

The proposal will provide a more urban, pedestrian friendly character to Wilmott Street by providing appropriate building frontage and high quality landscaping to define walkway circulation along Wilmott Street and within the site's internal circulation.

3.4.1.6. Sidewalks – Mixed Use and Commercial Areas

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

The proposal includes wide pedestrian sidewalks, durable and consistent paving materials, bicycle parking and clear wayfinding and lighting. Sight lines and universal design features will be employed where appropriate.

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

Curb ramps will be installed to provide access to the pedestrian walkway from the parking area. All curb ramps will be constructed according to ODA requirements and will include tactile pads.

4.0 Private Realm Guidelines

4.1 Sustainability

New Building Design

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

The development includes two principal buildings (Phase 1 and Phase 2) constructed of pre-engineered steel and insulated cladding. Each building is easily modified internally to accommodate multiple uses that may be required over the lifespan of the buildings.

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

Roof drainage for both buildings will be directed to the adjacent open landscape areas. Where roof drainage empties into the parking area, the surface flow will direct the

rainwater to the landscaped stormwater facility at the south of the property.

Landscaping

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

A mix of landscaping materials including deciduous and coniferous trees and shrubs, as well as grasses and sedges will be used to create variety in the development. All species are native, non-invasive materials.

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

Phase 1 and Phase 2 buildings will utilize automatic fixtures in all water closets and lavatories. Where possible, systems associated with the industrial use of the building will be engineered to minimize water consumption and waste.

Surface Run-off

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

The parking and loading areas of the development are sized to suit the requirements for parking and turning/access areas for large delivery trucks and waste removal.

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

The paved parking area drains to the surrounding landscaped open space, and uses swales to direct flow to the stormwater management facility at the south of the development

Adaptive Re-Use and Recycling of Buildings

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

Every attempt will be made to source local, sustainable materials when designing the interior fit-up of each phase.

4.2 General Land Use and Site Design

4.2.1. Site Layout and Building Orientation

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

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

Both Phase 1 and 2 buildings bracket the development, focusing the vehicle and pedestrian access to the centre of the site. The commercial/retail component of Phase 1 will face Wilmott Street, and will define the public access to the building. Strategic landscaping and pedestrian access will serve to define the public realm.

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

The principal entrance of Phase 1 will face Wilmott Street. Phase 2 will be designed for multiple tenants, and as such all entrances for this building will face the internal parking area, and be accessible by a pedestrian walkway.

4.2.2. Universal Design (Private Realm)

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

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

Both Phase 1 and Phase 2 buildings will be completely accessible for all members of the public of varying abilities.

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

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

Curb ramps will be provided from the accessible parking area to the front of both Phase 1 and Phase 2 buildings. Each building will provide fully accessible entrances to the public.

4.2.3. Signs

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

Tenant signs and corporate signage will be designed to be compatible with the Town of Cobourg's sign by-law and will be scaped appropriately.

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

Free-standing signs directing traffic and pedestrians will be clear and easily identified. All directional signage will be designed according to industry standards with respect to size, colour and lettering.

4.2.4. Landscaping

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

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

The front yard of the development will be landscaped specifically to focus traffic to the entrance of the site. A limestone entrance feature and suitable plating will define the vehicular and pedestrian access to the development. Landscaping in front of Phase 1 will include trees, shrubs and native grasses to enhance the outdoor patio space. Planting in front of Phase 2 will include native coniferous and deciduous trees.

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

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

Landscaping will be located strategically to enhance the buildings on the development. Tree clusters, strategic shrubs and grasses, a landscaped entrance feature and landscaped parking islands all help to define specific spaces and features.

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

The north and south of the development will include large trees located along the property line to help screen the large blank facades on those sides.

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

The future patio fence and the proposed shrubs will be designed to maintain visibility and access.

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

The rear yard will be landscaped using clusters of coniferous trees, providing some screening between the development and the adjacent industrial property.

Semi-Private Open Space

a) Customer and visitor amenities should be located in convenient locations in relation to building entrances

The patio that extends along the entire front of Phase 1 will be designed to provide comfortable seating and mingling areas as part of the retail and dining use of the proposed development. The future patio fence and furniture will be designed to match the building exterior, in both colour and style. The patio and principal entrance will be directly accessible from both pedestrian and vehicles.

4.2.5. Storage, Servicing and Loading

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

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

Loading areas are located at the rear of the development, as far away from the public amenity areas as possible. Phase 1 loading will be concentrated at the rear portion of the interior-facing building face, and Phase 2 loading areas will be located wholly in the rear of the development. The refuse enclosure will be located at the south east, in the rear of the development, and will be screened using native coniferous trees for year-round efficacy.

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

The refuse enclosure will be designed according to municipal guidelines and will use

materials that complement the main buildings.

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

The loading areas for both Phase 1 and Phase 2 are completely separated from walkways and amenity areas.

4.3 Parking

4.3.1. Surface Parking

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

The large parking area required to meet current guidelines will be located completely on the interior of the development, between the Phase 1 and Phase 2 buildings. No parking is located in the front yard of the development.

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

A planting strip is located along a portion of the south elevation of the principal building to accentuate the guest/visitor parking area. Landscaped traffic islands, including light standards are located to define the additional parking area and soften the impact of the parking area. A larger landscaped island buffer is located at the end of Phase 2 to define the parking for the future multi-tenant industrial building.

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

Two traffic islands are proposed in the development to assist in defining the internal parking spaces, soften the impact of the parking area, provide a location for light standards, and assist with defining the fire lane.

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

Two free-standing light standards are proposed in the centre of the parking area. Additional wall-mounted LED light packs are proposed along the building exterior to provide additional focused lighting on the building entrances and pedestrian access from the parking area.

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

Bicycle racks will be provided. EV parking will be encouraged.

4.3.1.2. Surface Parking – Interior Lot Design

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

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

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

Two traffic islands are proposed in the development to assist in defining the internal parking spaces, soften the impact of the parking area, provide a location for light standards, and assist with defining the fire lane. A planting strip is located along a portion of the south elevation of the principal building to accentuate the guest/visitor parking area. Landscaped traffic islands, including light standards are located to define the additional parking area and soften the impact of the parking area. A larger landscaped island buffer is located at the end of Phase 2 to define the parking for the future multi-tenant industrial building.

4.3.3. Bicycle, Scooter and Stroller Parking

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

Parking for bicycles will be provided with three racks available for up to six bicycles.

4.4 General Building Design

4.4.2. Building Base Design

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

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

The proposed principal (Phase 1) building provides multiple entrances along the west side of the building to provide a high-level of accessibility along Wilmott Street and the internal pedestrian walkways. The large overhead glass doors on the west side provide views into and out of the retail and dining spaces, promoting visual interest and security through surveillance.

Multiple entrances and glazing along the north side of Phase 2 will provide separate entrances into the multi-tenant industrial spaces proposed in Building 2.

High floor-to-ceiling heights will be provided in accordance to the guideline recommendation of a minimum of 4.5 m. The proposed building height is appropriate and consistent with the surrounding context and will assist in creating a walkable, pedestrian oriented environment.

4.5 Building Typologies

4.5.5. Employment Buildings

General and Light Industrial Zones

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

Phase 1 will be designed to focus its principal elevation on Wilmott Street, creating a more defined urban street edge. A mix of focused landscaping, outdoor amenity space, increased glazing and corporate signage will all enhance the street edge of the development.

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

Two traffic islands are proposed in the development to assist in defining the internal parking spaces, soften the impact of the parking area, provide a location for light standards, and assist with defining the fire lane. A planting strip is located along a portion of the south elevation of the principal building to accentuate the guest/visitor parking area. Landscaped traffic islands, including light standards are located to define the additional parking area and soften the impact of the parking area. A larger landscaped island buffer is located at the end of Phase 2 to define the parking for the future multi-tenant industrial building.

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

The refuse enclosure will be located at the south east, in the rear of the development, and will be screened using native coniferous trees for year-round efficacy.

4.5.5.1. Site Design

Employment Sites & Natural Features

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

A stormwater management facility has been designed on the south side yard, utilizing the open space reserved in that area.

4.5.5.2 Site Layout

a) Site design should encourage safe public use and natural surveillance opportunities, particularly after dark and provide users with informed choices for alternative pedestrian routes

The development has been designed to focus all pedestrian and vehicular access to the interior of the site, allowing for one area of surveillance. Light standards and on-building lighting will provide adequate illumination to both the parking areas, loading area and pedestrian areas. One access for vehicles provides simplified surveillance opportunities for vehicular and pedestrian access to the development.

4. CONCLUSION

The proposed one-storey single-tenant industrial building (Phase 1) and multi-tenant industrial building (Phase 2) represents intensification of an existing underutilized site fronting along Wilmott Street. The development will provide an appropriate building frontage to animate the streetscape and assist in establishing an active street front while respecting the surrounding context and built form. The proposal is also accessible by the existing transit route and provides storage for bicycles, fostering an active alternative transit supportive urban environment.

The proposed development will provide additional industrial, commercial, retail and employment opportunities while promoting pedestrian and transit supportive environments. This proposal is consistent with the Town's vision and emphasis on sustainable, accessible and compact development. The architectural design and siting of the buildings within the development have been carefully considered to complement the surrounding employment uses on adjacent developments, and to strengthen the Wilmott Street frontage.

The proposal maintains clear sight lines between pedestrians and motorists and implements appropriate architectural massing and landscape elements that prioritizes pedestrian safety. The proposal also includes bicycle parking and connections to existing public sidewalks, encouraging active transportation for both employees and visitors.

The proposal demonstrates an appropriate architectural style and landscape design to create a visually appealing, pedestrian-scaled street edge while maintaining the primarily industrial use of the development. The proposal is compatible with the surrounding context and adheres to the Town of Cobourg's Urban and Landscape Design Guidelines.

Yours Truly,
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