

TRAFFIC AND PARKING BRIEF

Proposed Residential Treatment Facility
420 Division Street
Town of Cobourg, ON

June 2020

Prepared for
Canadian Centre for Addictions
c/o Weston Consulting



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June 3, 2020

Mr. Justin Lebofsky
Canadian Centre for Additions
175 Dorset Street West
Port Hope, ON L1A 1G4

c/o Weston Consulting

Re: Proposed Residential Treatment Facility, 420 Division Street, Cobourg, ON – Traffic and Parking Brief

Dear Mr. Lebofsky,

TRANS-PLAN is pleased to submit this Traffic and Parking Brief report in support of the proposed development located at 420 Division Street, in the Town of Cobourg. The proposed development involves converting an existing two-storey building (with a hotel and restaurant) into a residential treatment facility with 18 suites and 40 beds.

Our traffic review findings indicate that the future site traffic volumes, after build-out of the proposed development, would be relatively similar to the existing site traffic volumes and is acceptable. Our parking review indicates that the proposed parking supply meets (exceeds) the minimum requirements of the Town of Cobourg Zoning By-law. Considering the future parking needs at the site, the parking supply will likely be in excess.

Given that the future traffic volumes generated by the site is expected to be relatively similar to the existing site, and that the parking supply is in excess of the estimated future needs, it is our recommendation that the proposed development can proceed.

Sincerely,



Anil Seegobin, P.Eng.
Partner, Engineer

Trans-Plan Transportation Inc.
Transportation Consultants



Jonathan Li, B.Eng.
Transportation E.I.T.

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Transmittal Letter

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1. INTRODUCTION

Trans-Plan has been retained by the Canadian Centre for Addictions (c/o Weston Consulting) to complete a Traffic and Parking Brief report (“Report”) for a proposed residential treatment facility at 420 Division Street in the Town of Cobourg. The Report components include the following:

Traffic Review

- A review of the existing site uses, including an assessment of the peak hour traffic volumes generated by the site
- An assessment of the future peak hour traffic volumes generated by the proposed development, compared to the existing site uses
- A review of the surrounding road network and intersection traffic operations
- Recommendations for traffic improvements, as necessary, to accommodate the proposed development

Parking Review

- A review of the proposed on-site parking supply and site land use definitions, as per the Town of Cobourg Zoning By-law
- A review of a similar development located in a nearby municipality, its land use definition and parking requirement in the corresponding Zoning By-law
- An assessment of the future parking needs at the site and provide recommendations, as necessary

This Report was prepared in support of a Zoning By-law Amendment (“ZBA”) Application for submission to the Town of Cobourg. As per the pre-consultation comments (dated March 4, 2020) received from the Town, this Report shall *“analyze traffic and parking demand and supply, and assess potential impacts compared to the existing hotel / restaurant use”*.

2. SITE LOCATION

The site, shown in Figure 1, is located on the northeast quadrant of the signalized intersection of Division Street and University Avenue East. The site is currently occupied by a two-storey hotel and restaurant known as “Woodlawn Country Inn & Restaurant”. The hotel and restaurant has 18 guest suites and 3,705 sq.ft. of restaurant space (i.e. 2,452 sq.ft. dining area + 1,253 sq.ft. kitchen area, as per the existing first floor plan shown in Figure 2). The site has 44 parking spaces provided by an at-grade parking lot.

The majority of the surrounding land uses are low- and mid-density residential dwellings, with scattered commercial and institutional uses. The Nurturing Health Naturopathic Clinic is located approximately 100m north the site. The St. Michael the Archangel Church is located approximately 120m southwest of the site, on the southwest corner of Division Street and University Avenue West.

3. PROPOSED DEVELOPMENT

The site plan, prepared by Bruce MacNeill Architect, is shown in Figure 3. The existing two-storey building is proposed to be converted into a residential treatment facility for persons recovering from addictions, operated by the Canadian Centre for Addictions (“CCFA”). The existing building structure, parking lot and site driveways are proposed to remain as is. The conceptual bed layout, based on the existing first and

second floor plans, is shown in Figure 4.

The proposed site statistics are as follows:

- Eighteen (18) treatment facility suites with 40 beds total
- Forty (44) parking spaces provided by an at-grade parking lot

The number of suites from the existing hotel is proposed to remain as is. The majority of suites are proposed to contain 2 beds, but the larger suites may contain 3 or 4 beds. The site is accessed by three (3) full-moves driveways: two (2) on Division Street and one (1) on John Street.

The proposed residential treatment facility is anticipated to operate 24 hours a day and 7 days a week. The Client anticipates that about 10 to 12 staff will work during the day and about 6 staff will work overnight. The staff shifts are generally 8 to 12 hours long. No visitors are anticipated, based on the Client's experience with previous facilities. The future tenants are not permitted to operate a personal vehicle and/or park at the site. They are anticipated to be dropped off and picked up instead.

4. TRAFFIC REVIEW

4.1 Study Area Roadways

The surrounding roadway network consists of several low-speed roadways under the jurisdiction of the Town of Cobourg. The roads are listed and categorized based on the Town of Cobourg Transportation Master Plan ("TMP"), dated August 2011, as follows:

- Division Street: an arterial roadway with an assumed speed limit of 50km/h
- University Avenue: an arterial roadway with a posted speed limit of 50km/h and 40km/h, respectively, east and west of the intersection with Division Street
- John Street: a local roadway with an assumed speed limit of 50km/h
- Spencer Street: a local roadway with an assumed speed limit of 50km/h

Division Street forms a signalized intersection with University Avenue, and was a study intersection in the TMP. The traffic operations of the signalized intersection is discussed in Section 4.4. The remaining intersections surrounding the site are unsignalized / stop-controlled.

4.2 Existing Site Traffic Volumes

Given the timeline / submission date of this Report, it was not possible to survey the traffic volumes generated by the existing hotel and restaurant, due to the irregular traffic patterns and site closure (see excerpt of the "Woodlawn Country Inn & Restaurant" website in Appendix A).

The existing site traffic volumes were estimated using the Institute of Transportation Engineers ("ITE") Trip Generation Manuals, 10th Edition. The ITE Land Use Codes ("LUC") 310 and 932 for Hotels and High-Turnover (Sit-Down) Restaurant, respectively, were referenced. The estimated site traffic is calculated in Table 1.

Table 1 – Existing Site Traffic Volumes, Current Hotel and Restaurant (To Be Removed)

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Hotel LUC 310	18 suites									
	Distribution Equation	59%	41%	100%	51%	49%	100%	56%	44%	100%
	Rate	0.13	0.09	0.22	0.31	0.29	0.60	0.53	0.42	0.94
	Trips	2	2	4	6	5	11	10	7	17
Quality Restaurant LUC 931	3,705 x 1,000 sq.ft.									
	Distribution Equation	70%*	30%*	100%	67%	33%	100%	59%	41%	100%
	Rate	0.51	0.22	0.73	5.23	2.57	7.80	6.30	4.38	10.68
	Trips	2	1	3	19	10	29	24	16	40
Trip Reduction (50%)		-1	0	-1	-9	-5	-14	-12	-8	-20
Total Trips		3	3	6	16	10	26	22	15	37

Note: (*) In/out percentages were unavailable in the ITE Manual and were assumed

The existing restaurant is a quality / fine dining restaurant that does not serve breakfast, although it may assist with breakfast service for hotel guests (i.e. shared facility). A 50 percent (50%) trip reduction was applied to the restaurant, due to the restaurant mainly serving hotel guests. It was noted that hotel guests may purchase a restaurant dining credit as part of their nightly accommodation, as per the “Woodlawn Country Inn & Restaurant” website (see excerpt in Appendix A).

The existing hotel and restaurant generates approximately 6, 26 and 37 two-way trips during the weekday AM and PM, and Saturday peak hours.

4.3 Future Site Traffic Volumes

The future site traffic volumes were estimated based on the anticipated number of staff, future pick-up / drop-off activities and miscellaneous traffic (i.e. mail and deliveries, etc.). The details were previously discussed in Section 3, but is summarized as follows:

- About 10 to 12 staff working during the day and 6 staff working overnight
- No visitors are anticipated
- Future tenants are anticipated to be picked-up and dropped off

There is anticipated to be very minimal tenant pick-up and drop-off occurrences on a typical day, based on the Client’s experience at similar facilities. However, the busiest scenario would be 4 to 5 pick-up and drop-off occurrences on a single day. For our analysis, one pick-up and drop-off occurrence was assumed for each of the weekday AM and PM, and Saturday peak hours.

To be conservative, the daytime and overnight staff were assumed to arrive / leave the site during the weekday AM and PM peak hours, and to solely utilize single-occupant vehicles. The estimated site traffic is calculated in Table 2.

Table 2 – Future Site Traffic Volumes, Proposed Residential Treatment Facility

Type of Trip	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Daytime Employees	12	0	12	0	12	12	0	0	0
Overnight Employees	0	6	6	6	0	6	0	0	0
Tenant Pick-up / Drop-off	1	1	2	1	1	2	1	1	2
Miscellaneous Traffic* (i.e. Mail and Deliveries, etc.)	2	2	4	2	2	4	2	2	4
Total Trips	15	9	24	9	15	24	3	3	6

Note: (*) Inbound and outbound traffic estimated based on 5 percent of total number of beds (i.e. 5 percent of 40 beds)

The future site generates approximately 24, 24 and 6 two-way trips during the weekday AM and PM, and Saturday peak hours. Compared to the existing site traffic, the future site is expected to experience:

- An increase in the number of two-way trips during the weekday AM peak hour – 24 two-way trips in future conditions vs. 6 two-way trips in existing conditions;
- A similar number of two-way trips during the weekday PM peak hour;
- A decrease in the number of two-way trips during the Saturday peak hour – 6 two-way trips in future conditions vs. 37 two-way trips in existing conditions

Overall, the traffic impacts on the site driveways and surrounding road network is expected to be relatively similar to the existing site, and may see improvements during the Saturday peak hour. The traffic volumes in the weekday AM peak hour, despite the increase, is expected to remain relatively low.

4.4 Traffic Operations

The Division Street and University Avenue intersection in the study area is evaluated in this section. The remaining intersections in the study area are minor (i.e. with local roadways) and thus capacity constraints are not expected.

The future site is expected to generate a minor increase in traffic, during the weekday AM peak hour, compared to the existing hotel and restaurant (i.e. 24 two-way trips vs. 6 two-way trips). The Town of Cobourg Transportation Master Plan (“TMP”), dated August 2011, noted that Division Street and University Avenue operated with an acceptable LOS of B and a v/c ratio of up to 0.57, during the weekday AM peak hour, in year 2010. The TMP projected that the intersection will continue to operate acceptably in horizon year 2016, during the weekday AM peak hour, with a LOS of B and a v/c ratio of up to 0.68.

Based on the TMP’s traffic projection, the current intersection operations are likely acceptable (i.e. lower than a v/c ratio of 0.85) under existing (2020) traffic conditions. There is likely reserve capacity to accommodate the minor increase in site traffic during the weekday AM peak hour.

The future site is expected to have minimal traffic impacts during the weekday PM peak hour, given the similar number of two-way trips (i.e. 24 two-way trips vs. 26 two-way trips). The intersection may see minor improvements during the Saturday peak hour, due to the reduced future site traffic (i.e. 6 two-way trips vs. 37 two-way trips).

5. PARKING REVIEW

5.1 Town of Cobourg Zoning By-law

Based on review of the Town of Cobourg Zoning By-law 85-2003 (dated October 2003), none of the Town's existing land use definitions line up perfectly with the proposed residential treatment facility. The most relevant land use definition is "Group Home – Type II". However, the definition only permits up to 10 residents at a time, compared to the 40 resident capacity at the proposed facility.

The parking requirement for "Group Home", in comparison to the proposed parking supply, is calculated in Table 3. The relevant by-law excerpts are provided in Appendix B.

Table 3 – Parking Requirements for "Group Home", Town of Cobourg Zoning By-law

Land Use (as defined in By-law)	Size (Number of Beds)	Minimum Parking Requirement		Proposed Parking Supply
		Parking Rate	Spaces	Spaces
Group Home	40	0.5 spaces per bed	20	44

Notwithstanding the maximum number of residents, the proposed parking supply would meet (exceed) the Cobourg Zoning By-law requirement for "Group Home".

5.2 Comparison to Similar Facility

CCFA operates a similar residential treatment facility in the Municipality of Port Hope, located approximately 10km west of Cobourg. The Port Hope Zoning By-law defined the similar facility as a "Treatment Centre" land use, defined as follows:

"A single detached dwelling which is occupied by not more than 20 persons exclusive of staff, who live as a single housekeeping unit, and require 24-hour residential, sheltered, specialized or group care, and treatment and rehabilitation for addiction to drugs or alcohol."

The Port Hope Zoning By-law parking requirement for "Treatment Centre", in comparison to the proposed parking supply, is calculated in Table 4. The relevant by-law excerpts are provided in Appendix C.

Table 4 – Parking Requirements for "Treatment Centre", Municipality of Port Hope Zoning By-law

Land Use (as defined in By-law)	Size (Number of Beds)	Minimum Parking Requirement		Proposed Parking Supply
		Parking Rate	Spaces	Spaces
Treatment Centre	40	0.25 spaces per bed	10	44

Notwithstanding the maximum number of residents (up to 20 persons in land use definition), the proposed parking supply would also meet (exceed) the Port Hope Zoning By-law requirement for "Treatment Centre".

5.3 Estimated Future Parking Demands

Considering that the maximum number of staff on-site at a given time is 12 staff, and that tenants are not permitted to operate personal vehicles, the future peak parking demands is estimated to be 12 to 15

spaces. The proposed parking supply of 44 spaces can easily accommodate the future peak parking demands at the site.

5.4 Recommendations

It is our recommendation that a new land use definition be introduced to the Town of Cobourg Zoning By-law, to better define the proposed residential treatment facility. A parking rate requirement of 0.5 spaces per bed (identical to the “Group Home” land use) would be suitable for the new land use definition.

By applying this rate to the site, the parking requirement is 20 spaces, which is greater than the estimated future parking demands of 12 to 15 spaces (i.e. conservative). The proposed parking supply of 44 spaces would meet (exceed) the recommended parking requirement.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

Our Traffic and Parking Brief report (“Report”), prepared in support of a proposed residential treatment facility at 420 Division Street, Town of Cobourg, ON, is summarized as follows:

Proposed Development & Site Statistics

- The existing hotel and restaurant, known as the “Woodlawn Country Inn & Restaurant”, is proposed to be converted into a residential treatment facility that is operated by the Canadian Centre for Addictions (“CCFA”).
- The proposed facility consists of 18 treatment facility suites and 40 beds (i.e. 2 to 4 beds per suite).
- The existing building structure, parking lot and site driveways are proposed to remain as is.
- The parking supply is 44 spaces, provided by an at-grade parking lot. The site is accessed by 3 full-moves driveways: two (2) on Division Street and one (1) on John Street.

Traffic Review

- The existing site traffic volumes were estimated based on the formulas provided in the Institute of Transportation Engineers (“ITE”) Trip Generation Manuals. Given the timeline / submission date of this Report, it was not feasible to survey the existing site traffic due to the irregular traffic patterns and site closure.
- The future site traffic volumes were estimated based on the future number of staff, tenant pick-up and drop-off activities, and miscellaneous site traffic (i.e. mail and deliveries, etc.).
- Compared to the existing site traffic volumes, the future site is expected to experience:
 - An increase in the number of two-way trips during the weekday AM peak hour;
 - A similar number of two-way trips during the weekday PM peak hour; and
 - A decrease in the number of two-way trips during the Saturday peak hour
- Overall, the traffic impacts on the site driveways and surrounding road network is expected to be relatively similar to the existing site, and may see improvements during the Saturday peak hour. The site traffic volumes in the weekday AM peak hour, despite the increase, is expected to remain relatively low.

- The signalized intersection of Division Street and University Avenue likely has reserve capacity to accommodate the additional site traffic in the weekday AM peak hour, based on the traffic projection noted in the Town's Transportation Master Plan, dated August 2011.

Parking Review

- The Town of Cobourg Zoning By-law does not have a land use definition that lines up with the proposed residential treatment facility. The most suitable land use defined in the By-law is "Group Home", which requires a minimum parking rate of 0.5 spaces per bed. The proposed parking supply meets the parking requirement for "Group Home".
- A similar residential treatment facility is operated by CCFL in the Municipality of Port Hope. The similar facility is defined as "Treatment Centre" in the Port Hope Zoning By-law. The minimum parking requirement for "Treatment Centre" is 0.25 spaces per bed.
- Considering the future number of staff and the minimal parking activities of tenants and visitors, the future peak parking demand is estimated to be 12 to 15 spaces. The proposed parking supply can easily accommodate the future peak parking demands at the site.
- It is our recommendation that a new land use definition be introduced in the Town of Cobourg Zoning By-law to better define the site. A minimum parking requirement of 0.5 spaces per bed (identical to "Group Home") would be suitable for the new land use definition. The proposed parking supply would exceed the minimum parking requirement.

6.2 Conclusions

Given that the future traffic volumes generated by the site is relatively similar to the existing site and can be accommodated by the surrounding road network, and that the parking supply would exceed the estimated future needs, it is our recommendation that the proposed development can proceed.

Respectfully submitted,



Anil Seegobin, P.Eng.
Partner, Engineer



Jonathan Li, B.Eng.
Transportation E.I.T.

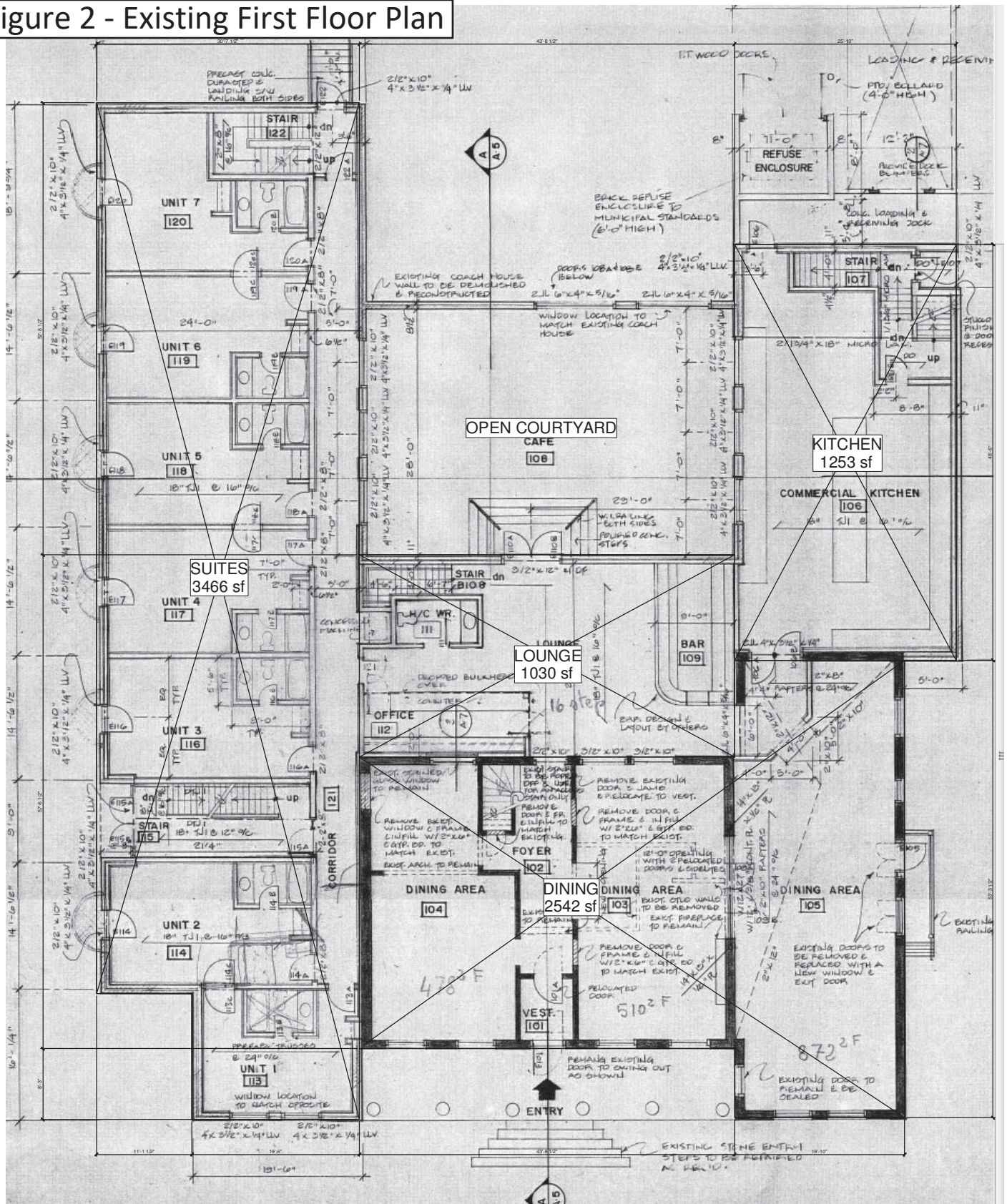
Trans-Plan Transportation Inc.
Transportation Consultants

Figure 1 – Site Location



Source: Google Earth

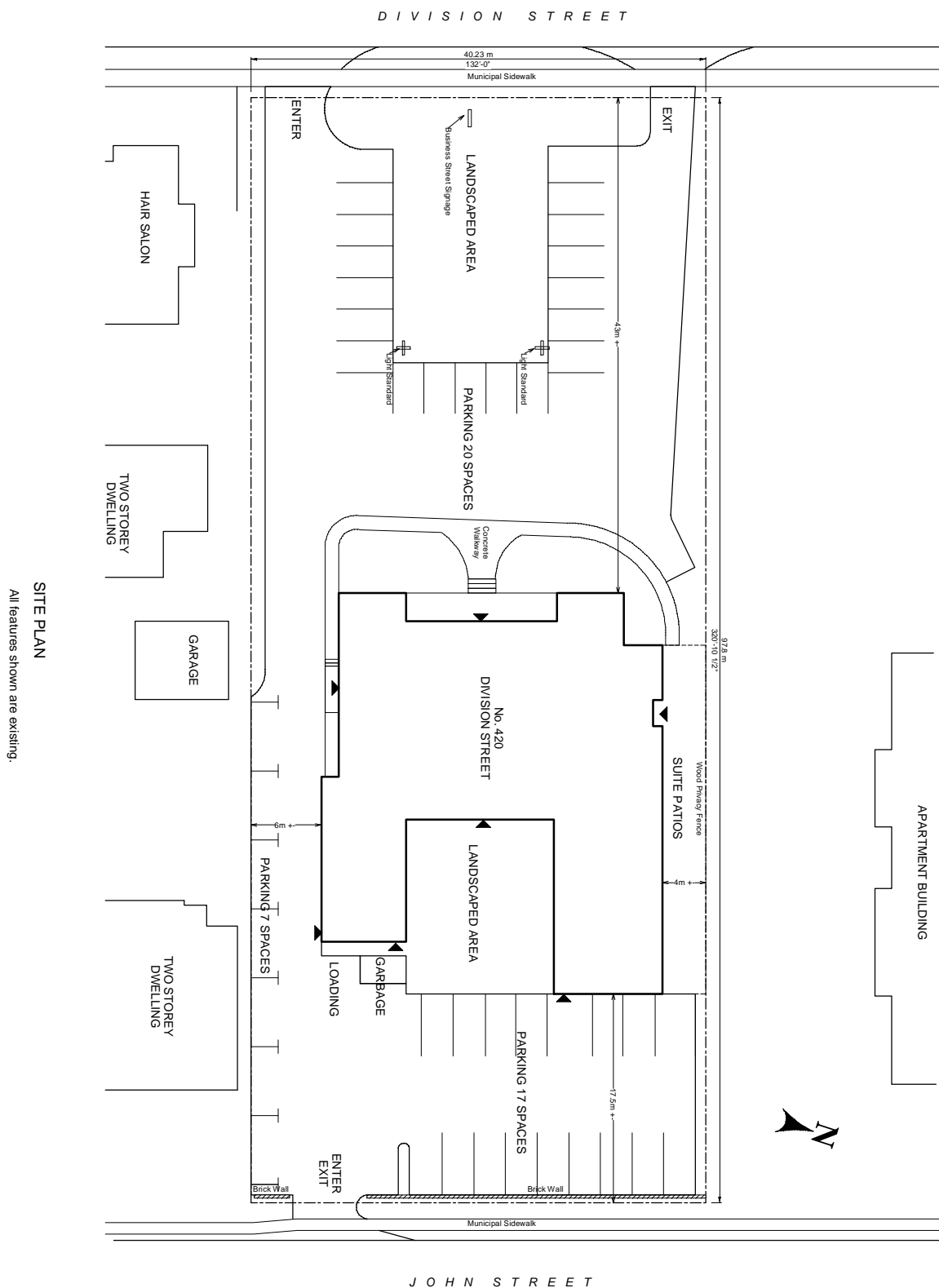
Figure 2 - Existing First Floor Plan



BUILDING AREA (Ground Floor) = 8291 SF (770m²)
 'A2' AREA (Lounge + Dining Area) = 3572 SF (331m²)

GROUND FLOOR
 1/16" = 1'-0"

Figure 3 - Site Plan



- DRAWING LIST**
1. EXISTING SITE PLAN
 2. EXISTING BASEMENT PLAN
 3. EXISTING GROUND FLOOR PLAN
 4. EXISTING SECOND FLOOR PLAN
 5. CONCEPT BED LAYOUT

Printed- 5/13/2020

Bruce MacNeill Architect
221 Queen Street, Cobourg, Ontario
tel/ fax 905-377-1087

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED.
THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY
DISCREPANCIES FOUND PRIOR TO PROCEEDING WITH THE WORK.

client CANADIAN CENTRE FOR ADDICTIONS

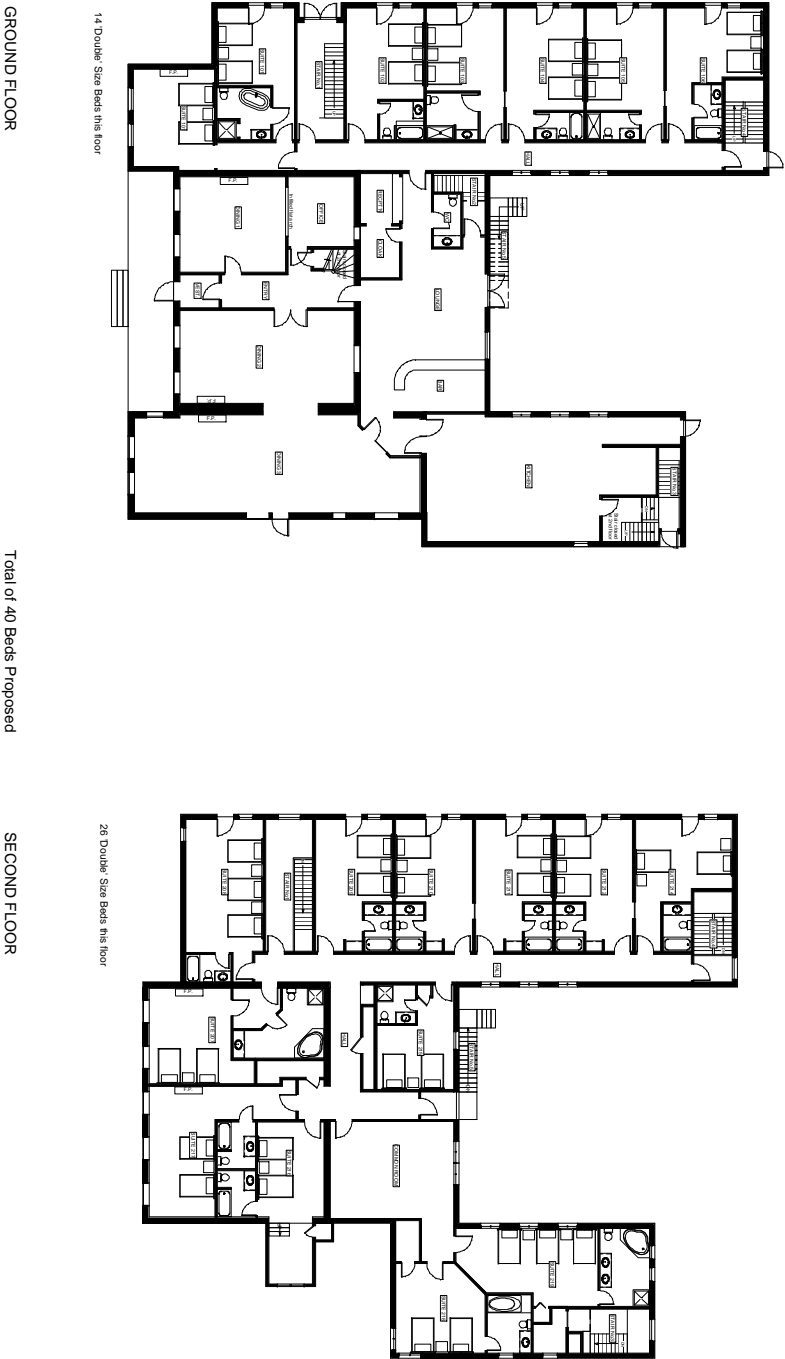
AS BUILT SITE and FLOOR PLANS
420 Division Street, Cobourg

dwg. title	EXISTING SITE PLAN
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issued:	May 13, 2020, As Built Drawings with Concept Bed Layouts April 30, 2020, As Built Drawings for Owner/ Planner Comment	
date	April 2020	dwg. no.
scale	1:250	

dwg. no.	1
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Figure 4 - Conceptual Bed Layout



THESE PLANS WERE CONSTRUCTED USING THE 1987 ARCHITECTURAL PERMIT PLANS and ON-SITE REVIEW CONFIRMING FEATURES AS NOTED BELOW ARE GENERALLY IN THE LOCATIONS SHOWN.
SITE PLAN:
BUILDING FOOTPRINT, PARKING AREAS, DRIVEWAYS, WALKWAYS AND LANDSCAPE AREA.
BUILDING PLANS:
WALLS, DOORS and WINDOWS.
AS BUILT MEASUREMENTS WERE NOT MADE.

Printed- 5/13/2020

Bruce MacNeill Architect 221 Queen Street, Cobourg, Ontario tel/ fax 905-377-1087 <small>THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES FOUND PRIOR TO PROCEEDING WITH THE WORK.</small>	client	CANADIAN CENTRE FOR ADDICTIONS			issued:	May 13, 2020, As Built Drawings with Concept Bed Layouts	
	project	AS BUILT SITE and FLOOR PLANS 420 Division Street, Cobourg			date	April 2020	
	dwg. title	CONCEPT BED LAYOUT			scale	1/16" = 1'-0"	dwg. no.

APPENDICES

Appendix A – Woodlawn Country Inn & Restaurant Website, Excerpts

Appendix B – Town of Cobourg Zoning By-law, Excerpts

Appendix C – Municipality of Port Hope Zoning By-law, Excerpts



APPENDIX A

Woodlawn Country Inn & Restaurant Website, Excerpts

TAKE OUT**BOOK A ROOM**

420 Division St. Cobourg, Canada
what3words /// falcons.minibus.bunnies
Tel 1-800-573-5003

[Home](#)[Easter](#)[Rooms](#)[Covid-19 Policies](#)[Gift Card](#)[Take Out Food](#)

Covid-19 Policy

March 25th, 7:45 AM PM

Dear valued guests,

Thank you for putting your trust in us. We are a family-owned and operated business working in the local hospitality industry since 1971. Since that time, we have maintained the highest standards of professionalism and as always, our focus is to ensure the safety of our guests and staff. For the safety of all, we have **closed** the restaurant and hotel to all patrons. We continue to follow directives from Health Canada and the Ontario Ministry of Health, and we will modify our plans to keep up to date with what's best for our guests.

Yours Truly,
The Della Casa Family

PS - If you have any questions or concerns my personal mobile tel is 905-396-0025. Feel free to get in touch at any time, -
Stephen Della Casa

OPEN

Take Out is open seven days a week

CLOSED

The hotel is closed until April 5th, 2020. The restaurant and bar are closed until further notice.

TAKEOUT INFORMATION

The Woodlawn Inn offers takeout to the general public, see our menu filled with homemade dishes made with care by RED SEAL accredited Chef John O'Leary.

TAKEOUT MENU

PICKUP

Please call us at 905-372-2235 with your order details. Pickup at our location at 420 Division St. Please drive up to the front steps of the Main Entrance and call us when you have arrived on site. We will place your items on the front steps and let you retrieve them. At all times we will observe an 8 FT distance from patrons.

DELIVERY

Please call us at 905-372-2235 with your order details. We will place your items near your front door or your desired area. Please note that we will not enter your home and will observe an 8 FT distance from our patrons. If you would like to leave a gratuity, you may do so upon ordering or if you wish to offer a cash tip, please leave it in an envelope, or plastic sandwich bag near your designated area.

For official information on the excellent work that our province and federal government are doing please see:

ONTARIO MINISTRY OF HEALTH NOVEL CORONAVIRUS [WEBPAGE](#)

GOVERNMENT OF CANADA, HEALTH CANADA NOVEL CORONAVIRUS [WEBPAGE](#)



TAKE OUT



420 Division St. Cobourg, Canada
 what3words /// falcons.minibus.bunnies
 Tel 1-800-573-5003

BOOK A ROOM

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Guest Rooms and Getaways

Since we opened our doors, the Room-and-Dinner packages have been a favorite way to unwind, relax and enjoy this historic estate.

Bed and Breakfast

One night's accommodation and served breakfast.

The Classic Package

One Night's Accommodation, **\$80 dining credit and Breakfast**

The Relax Package

Two Night's Accommodation, **\$100 dining credit and Breakfast**

Please note credits are to be used during your visit and can not be used for taxes or gratuities. Please kindly note that a 15% gratuity will be added to food and beverage charges billed to guest rooms.

Free WiFi speed

56.9 Mbps

Confidence: medium



The Presidential Suite

One King Size Bed

Located on the main level, and The Woodlawn's largest guest accommodation, The Presidential Suite is a two-roomed suite. Amenities include: a bedroom and living room, a canopy styled king-size bed, two person air-tub, separate shower, and a gas fireplace (winter season). Your stay includes a complimentary breakfast, complimentary high-speed Internet access, complimentary Canada and USA calls, free DVD rentals, coffee machine. Iron & ironing board and a refrigerator.

[Book It](#)

The Cottage Suite

One King Size Bed

The circa 1930's Cottage Suite has a small cottage aesthetic. The suite's two spacious rooms and generous sized bathroom has hardwood floors, a king-size bed, gas fireplace, and a private bathroom with a two-person whirlpool tub and hairdryer. The cottage is located about ten meters away from the main house and offers a little more solitude and quiet. Your stay includes a complimentary breakfast, complimentary high-speed Internet access, complimentary Canada and USA calls, free DVD rentals, coffee machine. Iron & ironing board and a refrigerator.

[Book It](#)



APPENDIX B

Town of Cobourg Zoning By-law, Excerpts

SECTION 6: PARKING AND LOADING PROVISIONS

6.1 PARKING PROVISIONS

6.1.1 The owner of every building or structure erected or used for any purpose hereinafter set forth shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of the said premises from time to time, parking spaces and parking areas as follows:

i) Residential

Type of Use	Minimum Parking Requirement
Apartment Dwelling	1.25 spaces per dwelling unit for apartment dwellings located in the areas on Schedule "A", Map 2, 3, 6 and 7. 1.5 spaces per dwelling unit for apartment dwellings located in other areas of the Municipality.
Senior Citizens Dwelling/ Retirement or Rest Home	0.5 spaces per dwelling unit or bed.
Townhouse or Multiple Unit Dwelling	1.5 spaces per dwelling unit
Group Home	0.5 spaces per bed
Rooming or Boarding House or Bed and Breakfast Establishment	2 spaces per dwelling unit plus 1 additional space for each guest room or room, which is capable of being rented to a roomer or boarder
Dwelling unit in a mixed use development	1 space per dwelling unit, in addition to the requirements for the other uses in the development.
Other Residential Uses	2 spaces per dwelling unit
Home occupations	2 spaces, in addition to any other required spaces
Detached, Semi-detached	2 spaces per dwelling unit
Converted dwellings	1 space per dwelling unit
Visitor parking for residential uses in the NR1, NR2 and NMU Zones	Notwithstanding the provisions of Section 6.1.5 of this By-law, required visitor parking of 0.25 spaces per unit shall be provided on-street. No on-site parking spaces are required.

ii) Commercial

Type of Use	Minimum Parking Requirement
Shopping Centres	5.5 spaces for every 100 m ² (1076 ft ²) gross floor area or portion thereof
Commercial and Shopping Centre Uses in the SC-5 zone, SC-6 zone, SC-7 zone, and SC-8 zone	Minimum of 4 spaces for every 100 m ² (1,076 ft ²) gross floor area or portion thereof. Maximum of 5.5 spaces for every 93 m ² (1000 ft ²) gross floor area or portion thereof.
Call centre; data processing	1 space for every 18 m ² (193 ft ²) gross floor area or portion thereof
Office(s)	1 space for every 33 m ² (355 ft ²) of gross floor area or portion thereof
Clinics; wellness centre	6 spaces per practitioner
Veterinarian clinic	4 spaces per practitioner



APPENDIX C

Municipality of Port Hope Zoning By-law, Excerpts

Trailer, Tourist means:

A *trailer* capable of being used for the temporary living, sleeping or eating accommodation of *persons* notwithstanding that its running gear is or may be removed.

Transit Station means:

A *building* or *structure* or parts thereof or an area of land that is used for temporary parking of transit vehicles and the picking-up and dropping off of passengers.

Transport Terminal means:

The *use* of land for the purpose of storing, servicing, washing, repairing or loading of trucks and transport *trailers* with materials or goods that are not manufactured, assembled, warehoused, or processed on the same *lot*, but does not include an *aggregate transfer station* or *waste transfer facility*.

Treatment Centre means:

A *single detached dwelling* which is occupied by not more than 20 *persons* exclusive of staff, who live as a single housekeeping unit, and require 24-hour residential, sheltered, specialized or group care, and treatment and rehabilitation for addiction to drugs or alcohol.

Unitary Equipment means:

Any apparatus used for the purpose of heating, cooling, changing of air, refrigeration, pumping or filtering of water or any other equipment used for these purposes, except for an air conditioning unit located in a window *opening*.

Use means:

The purpose for which any portion of a *lot*, *building* or *structure* is designed, arranged, intended, occupied or maintained.

Use, Accessory means:

A *use* that is customarily incidental to, subordinate to or exclusively devoted to the *main use* located on the same *lot*.

Use, Main means:

The principal purpose for which a *lot*, *building* or *structure* is designed, arranged, intended, occupied or maintained.

Table 5.5: Residential Parking Requirements

Use	Minimum Parking Space Requirement
<i>Bed and Breakfast Establishment</i>	1/room or <i>suite</i> used for the purpose of lodging for the traveling public, in addition to the required parking for the <i>dwelling unit</i>
<i>Boarding or Rooming House</i>	2 spaces, plus 0.5 space/room for every separate room designed as accommodation
<i>Crisis Care Facility</i> <i>Emergency Housing</i> <i>Group Home Type 1</i> <i>Group Home Type 2</i> <i>Treatment Centre</i>	0.25/beds
<i>Custom Workshop</i> <i>Home Industry</i> <i>Home Occupation</i>	1 space, but only if the <i>use</i> occupies a gross floor area of 15.0 m ² or greater.
<i>Dwelling, Accessory</i> <i>Garden Suite</i>	1/unit, in addition to the required parking for the <i>dwelling unit</i>
<i>Dwelling, Accessory in the Downtown Commercial (COM3) Zone</i>	1/unit
<i>Dwelling, Apartment</i>	1.25/unit, plus 0.25/unit dedicated for visitor parking in a <i>building</i> containing 4 or more <i>dwelling units</i>
<i>Dwelling, Duplex</i>	1.5/unit
<i>Dwelling, Multiple Unit</i>	2/unit, plus 0.25 spaces/unit dedicated for visitor parking
<i>Dwelling, Semi-Detached</i> <i>Dwelling, Single Detached</i>	2/unit
<i>Dwelling, Street Townhouse</i>	2/unit, provided 3 spaces are provided for every two <i>dwelling units</i> in a <i>building</i> containing 8 or more <i>dwelling units</i>
<i>Long Term Care Facility</i> <i>Nursing Home</i>	0.5/bed
<i>Mobile Home</i>	1/unit
<i>Retirement Home</i>	4 spaces, plus 0.5 <i>parking spaces</i> for each of the first 30 guest rooms, plus 0.25 <i>parking spaces</i> for each additional guest room

5.7 LOADING

5.7.1 Restriction on Use of Land, Buildings and Structure

No person shall use any *apartment building* containing 50 or more *dwelling units*, *public use* or any land, *building* or *structure* in any Commercial or Employment Zone for any purpose permitted by this By-law, unless *loading spaces* are provided in accordance with the provisions of this Section of the By-law.

