URBAN, LANDSCAPE & SUSTAINABLE DESIGN STUDY

431 ONTARIO STREET LEBLANC ENTERPRISES TOWN OF COBOURG



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1.0 INTRODUCTION

McGlashon Planning Consultants, ACK Architects Studio Inc. and McWilliam & Associates have been retained to prepare this Urban, Landscape and Sustainable Design Report as part of an application for Site Plan Approval (SPA) submitted to the Town of Cobourg Planning Department for 431 Ontario Street. As part of this submission, a number of other various technical plans and studies were prepared to support the SPA application (Traffic Impact Brief, Functional Servicing and Stormwater Management Report, Tree Inventory, Landscape Design Report and Plans, and Electrical Photometric Plan). Through a pre-consultation review of the initial draft concept plans in early 2021, Town staff requested an Urban, Landscape and Sustainable Design Report. This Report has been prepared for SPA approval in support of the proposed site development in accordance with the Town of Cobourg's Official Plan policies and the Town's Urban and Landscape Design Guidelines.

The vacant site known municipally as 431 Ontario Street is located on a 0.38 ha parcel of land on the west side of Ontario Street, north of University Avenue West (refer to FIGURE 1 – SITE LOCATION MAP below). The immediate neighbourhood is characterized by a mix of residential, commercial, institutional and industrial uses:

- North: Low density residential and commercial (zoned District Commercial), vacant high density residential
- South: Mixed residential/commercial (zoned District Commercial)
- East: Low density residential, light industrial, institutional (arenas)
- West: High density residential



FIGURE 1 - SITE LOCATION MAP

2.0 PROPOSAL

The proposed development consists of the construction of a six (6) storey, 36-unit condominium apartment building on the 0.37 ha site with parking for 56 vehicles in both underground and surface formats. The site is accessed by a single driveway from Ontario Street, which is shared with the residential apartment building to the west and the detached residential dwelling to the north. Refer to FIGURE 2 – ARCHITECTURAL SITE PLAN below:



FIGURE 2 – ARCHITECTURAL SITE PLAN

3.0 TOWN OF COBOURG OFFICIAL PLAN

The Town of Cobourg Official Plan provides policy direction aimed at guiding the proper management of land, resources and growth within the community. Analysis of the Official Plan for this report is scoped to the various sections that relate to land use, design, and sustainability, including accessibility and active transportation, and is intended to confirm the proposed development's conformity to the applicable policies of the Plan. The Official Plan's Vision Statement in Section 2.2 specifies:

COBOURG IS A REGIONAL CENTRE FOR NORTHUMBERLAND COUNTY AND ITS POSITION AS A STRONG, LIVEABLE AND HEALTHY COMMUNITY PROVIDING A FULL RANGE OF OPPORTUNITIES TO LIVE, WORK, PLAY AND SHOP WITHIN THE TOWN WILL BE REINFORCED THROUGH:

- 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;
- iii) new residential development which will primarily occur through a mix of intensification and greenfield development with a variety of housing types and densities. Any intensification will be designed in keeping with existing stable residential neighbourhoods where it is located within or adjacent to such areas;

<u>Comment:</u> The proposed development represents a compact built form along a major collector roadway at a density that is transit-supportive. The proposed building is sited in a manner that respects adjacent land uses, particularly low density residential development, and will form an attractive and compatible addition to the neighbourhood and contribute to an active streetscape (See **FIGURE 3 – SITE LOCATION CONTEXT** below).



FIGURE 3 -- SITE LOCATION CONTEXT

Section 3.2 contains the Plan's Growth Management Strategy. The Plan in Section 3.2.2 iii) specifies that major intensification shall occur within Mixed Use Areas. Approximately 40% of new residential dwelling units are to be provided within the Built Boundary (subject to more recent intensification policies and targets found in the County of Northumberland Official Plan). To achieve this, the Plan sets policies intended to encourage the intensification of vacant, under-utilized sites, including establishing minimum density standards in Mixed Use Areas and other intensification areas, removing barriers to intensification (parking standards, setbacks, density), incentivizing development (reduced fees/charges, particularly for affordable housing), utilizing bonusing and pre-zoning mechanisms, and discouraging down-zoning.

The Official Plan Mixed Use Area policies (Section 3.9) apply to the subject development site. The Mixed Use Area designation recognizes existing commercial areas that are oriented to servicing the needs of vehicular traffic and require direct access to major roads. The designation also encourages a transition of these areas to mixed use and non-commercial uses to intensify and enhance the area. In addition to various commercial, institutional and light industrial uses, mixed use and high density residential uses are also permitted subject to conformity to the relevant policies of Section 3.9.4.2 below:

ii) parking areas have a landscaped strip around the perimeter in conformity with regulations established in the zoning by-law, which should include a hedge, low fence or wall or other similar screening features and design features as required under site plan control;

Comment: The majority of the parking areas associated with the proposed development are situated underground or to the rear of the site. Landscaping has been strategically designed to provide an effective buffer from adjacent land uses and minimize impacts on the street. See **FIGURE 4 – REAR LANDSCAPE.**



FIGURE 4 – REAR LANDSCAPE

iii) buildings shall be designed and located to assist in the creation of an attractive streetscape appearance and, there should be no parking between the main building and the street, or parking in that area should be minimized where there is no other alternative....;



FIGURE 5 – BUILDING RENDERING

Comment: The proposed building design offers an appropriately scaled urban edge along Ontario Street with a mix of exterior architectural and material elements to create visual appeal (**FIGURE 5**). There will be no parking between the building and the street, with the majority of parking located underground and to the rear of the building. A small parking area is planned to the north of the building adjacent to the building's main pedestrian entrance which will facilitate ease of access for visitors and those with mobility challenges.

iv) lands adjacent to a rear or side property line which abuts a residential area shall be landscaped and lighting shall be directed away from residential areas;

Comment: The site will be extensively landscaped along the south and west sides of the rear surface parking area which abut existing residential uses (**FIGURE 4**). A 1.83 m high wood fence will be erected along the south property line for additional screening of the existing commercial use. Site lighting is designed to direct light downward to minimize impacts on adjacent residential areas.

v) minimum height 6 metres and maximum height four storeys; and,

<u>Comment:</u> Although the proposed building height is six storeys, it complies with the height policy in Section 3.5.3.4 – High Density Residential Area and the existing, approved R5 Zone provisions.

vi) a minimum floor space index of 0.3 and maximum floor space index 2.0 provided that the Town may consider a reduction in the minimum density on specific sites for the initial phase of development where the approved development plan provides for the achievement of the minimum density and/or the introduction of mixed use development.

<u>Comment</u>: The proposed FSI for the development is approx. 1.4 and is within the density guideline.

Residential development within the Mixed Use Area designation shall also conform to the policies of the High Density Residential designation in Section 3.5. New development shall generally maintain the following elements of the surrounding high density residential area:

i) the scale of development with respect to the height and massing of buildings;

<u>Comment:</u> The proposed building is consistent with the height, scale and massing of the apartment building to the west. Although higher and bulkier than other surrounding uses, the building is set back appropriately from lot lines in order to provide reasonable spatial separation from adjacent land uses, particularly low density residential uses. Physical measures in the form of landscaping and fencing will assist in buffering adjacent properties. Additional discussion on development height and massing is outlined in **SECTION 4.0 – URBAN & LANDSCAPE DESIGN GUIDELINES** below.

ii) nature of the streetscape as defined by such elements as landscaped areas, and the relationship between the public street, front yards and primary entrances to buildings;

Comment: The space between the building and public realm will be improved with landscaped garden beds and trees (**FIGURE 6**). Although the main building entry is on the north side of the building, special attention has been given to the east façade to enhance the street appeal through the use of open air, recessed balconies, upper floor step-back and architectural detailing. An emergency exit door and canopy and a sidewalk are also located on the east side of the building.



FIGURE 6 – FRONT LANDSCAPE

iii) relationship between the rear wall of buildings and rear yard open spaces;

<u>Comment:</u> A surface parking area and underground parking ramp captures most of the rear yard area, which will be accentuated with a 4.0+ m landscaped perimeter buffer area. The building will be set back approx. 32.0 m from the rear lot line.

iv) design and siting of buildings in relation to abutting properties, including any abutting lands in the Residential Area designation, to ensure that there will be no significant negative impacts with respect to privacy and shadowing and appropriate buffering can be provided;

Comment: While there are no abutting properties designated Residential Area in the Official Plan, the proposed building is centrally located on the site to provide reasonable spatial separation to abutting properties. The proposed building meets the setback and height requirements of the R5 Zone, including a minimum 7.5 m setback to the south lot line (abutting an existing commercial establishment) and approx. 20.0 m to the north property line (abutting a legal non-conforming residence). A shadow analysis demonstrates that adjacent properties will not be significantly affected by shadowing for a large majority of the year (refer to the discussion in **SECTION 4.0 – URBAN & LANDSCAPE DESIGN GUIDELINES** and **FIGURE 16** below). Buffering will be employed in the form of landscaping and fencing to minimize impact.

v) retention of the existing street pattern, unless modifications will improve accessibility for active transportation modes; and,

<u>Comment:</u> The existing street pattern will be retained.

vi) any proposed redevelopment shall take into consideration adjacent uses including low density development, as well as adjacent development across a street.

Comment: The proposed development is an 'as-of-right' permitted high density use that has been designed with special care to integrate into the streetscape and minimize impacts on adjacent land uses. Architectural treatments, including differentiated exterior materials, recessed balconies and a 6th floor 'step-back', are designed to reduce the perceived height of the building and maintain compatibility with the neighbourhood.

Sections 3.5.3.3 and 3.5.3.4 provide that the residential density shall be between 50 and 100 units/net hectare at a maximum height of six storeys.

<u>Comment</u>: The proposed development is approx. 95 units/hectare at six storeys in height and therefore complies with these policies.

The policies governing community design and improvement are found in Section 5.0 of the Plan and provide a framework for the review of new developments in conjunction with the Urban & Landscape Design Guidelines. Section 5.2.1.2 outlines various streetscape policies relevant to the proposal which ensure that:

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 proposed building has been sited in a manner which will create a strong, well-defined urban edge to the collector road while maintaining an appropriate setback so as not to overpower the public realm with excessive mass and bulk, as demonstrated by the angular cross section illustrations in **FIGURE 14** in Section 4.0 below.

- vii) 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, and where they do front on the street to reduce their visual impact both on the adjoining streetscape and on users by:
 - a) screening of the lot at the street through the use of such features as low fences, walls and a substantial landscaping buffer, excluding the area of any buildings and driveway crossings;
 - b) locating the building and parking on the site in a manner which reduces their impact on the street, and where buildings are located close to the streetline, no parking shall be permitted between the buildings and the street;
 - c) a reduction in the scale of large parking areas through their subdivision into smaller areas by means of landscaping; and,

d) joint access where feasible;

Comment: The majority of the parking for the development is located underground and to the rear of the building. A small 5-space parking area is proposed to the north of the building adjacent to the building entrance which can be screened with landscaping to minimize impacts on the street. There is no parking proposed in front of the building. A common driveway will be utilized for the development together with the apartment building to the west and the residence to the north.

viii) 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;

Comment: Landscaped garden beds and trees will be implemented between the building and the street to help define the public realm, soften the building appearance and add visual interest from the street. The building façade has been broken into compartments with varying materials: i) a sandstone stucco block exterior comprises the lower two floors to resemble a podium; ii) beige brick is featured on the 3rd - 5th floors; and, iii) sandstone stucco on the 6th floor step-back. Decorative horizontal accentuations wrap around the building and a central brick feature adorns the centre front façade to create a visual break and help offset height. To provide added appeal, the building features large multi-pane windows, recessed balconies and a primary entrance portico (see **FIGURE 7** below).



FIGURE 7 – BUILDING ELEVATION (Ontario Street Façade)

Section 4.8 of the Official Plan outlines the Town's sustainability strategy. The Town is committed to sustainable development and encourages development which is designed to:

- *i) reduce the consumption of energy, land and other non-renewable resources including support for energy efficient building and opportunities for co-generation;*
- *ii) minimize the waste of materials, water and other limited resources;*
- *iii)* create livable, healthy and productive environments;

- iv) reduce greenhouse gases; and,
- v) enhance biodiversity, ecological function, and the natural heritage system, including the provision of wildlife habitat and linkages.

Comment: The proposed development of a 36-unit apartment style building on the 0.38 ha site represents an efficient use of land and existing infrastructure and is an effective way to prevent unnecessary consumption of land and urban sprawl. The site is centrally located in the community to take advantage of nearby services and community facilities and promotes walking and other active modes of transportation. Further discussion on this topic is found in **SECTION 4.0 - URBAN AND LANDSCAPE DESIGN GUIDELINES** below.

The Official Plan provides guidance with respect to landscape and safe community design in Sections 5.2.4 and 5.2.5 respectively:

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;

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;
- *ii) clear, unobstructed views to parks and open spaces shall be provided from adjoining streets;*
- iii) appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, parking garages and open space areas;
- *iv)* landscape elements shall be selected and sited in order to maintain views for safety and surveillance;
- v) the sharing of such facilities as parking and walkways shall be encouraged to increase use and public presence in such areas;
- vi) design which promotes a sense of community ownership for public spaces by maximizing use, control and surveillance opportunities by occupants of adjacent buildings and frequency of use by the public shall be encouraged;

- vii) the provision of views into, out of and through publicly accessible interior spaces shall be encouraged; and,
- viii) design which precludes entrapment or the perception of entrapment through properly identified exits and signage shall be encouraged.

Comment: The landscape design for the site utilizes native trees and shrubs for low maintenance and pest and disease resistance while contributing positively to the site's overall biodiversity and neighbourhood character. Tree planting has been proposed between the street line and building, and foundation plantings are proposed along the north and east building facades to screen and soften the lower-level wall. Further, the planting pallete has been selected to provide interest in all seasons through the inclusion of evergreen species, species with ornamental stems (dogwoods), and grasses using a variety of heights and textures to create visual interest (refer to **FIGURE 8 – LANDSCAPE PLAN** below).

The building has been designed to provide generous window spaces oriented to the street which will help transition the building face between the private and public realm and reflect positively on the streetscape and adjacent lower density land uses. The building will feature large, recessed patios for each unit which will provide a private outdoor space for residents and promote an "eyes-on-the-street" philosophy for added neighbourhood safety. The primary building entrance will be clearly identifiable by a grand portico. The rear parking garage access and surface parking area will be well-lit and easily surveillable from the condominium.



FIGURE 8 – LANDSCAPE PLAN

Accessibility and visitability is an important policy of the Official Plan in Section 5.2.6. It is a goal of the Plan to facilitate "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. 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" having regard for the Ontario Building Code, Ontarians with Disabilities Act and the Town of Cobourg Urban & Landscape Design Guidelines.

<u>Comment</u>: In keeping with the accessibility requirements of the Ontario Building Code (OBC), specifically Section 3.8, the following accessibility standards are incorporated into the proposed building:

- Elevators and barrier free entrances are provided for the building;
- Barrier free parking is provided at the main building entrance on grade and within the underground parking garage adjacent to the elevators;
- AODA compliant sidewalks and curb ramps are incorporated into the design;
- Public corridors are designed with clear widths that exceed OBC requirements;
- 50% of the suites are designed to meet barrier free requirements as opposed to the 15% required by the OBC;
- Interior of barrier free suites maintain an 860mm doorway clearance and 300mm push and 600mm pull latch-side clearances to at least one bedroom and bathroom;
- 1500mm diameter turning circle provided in at least one bathroom; and,
- 1100mm clearances provided throughout normally occupied rooms.

Section 5.2.7 of the Official Plan provides policy direction regarding active transportation when considering the design of both public and private facilities, with particular regard to providing features which enhance movement by pedestrians, bicycles and other active transportation modes, and those with mobility challenges, including such matters as sidewalk connections and bicycle parking. The following criteria applies:

- 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;
- 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;

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

Comment: The proposed development facilitates active transportation with two clearlydefined pedestrian sidewalk connections from the public sidewalk on Ontario Street to the principal building entrance. A secondary sidewalk connection is provided from the stairwell exit facing Ontario Street, and a sidewalk access point is also provided for users of the rear parking area (See **FIGURE 9 – PEDESTRIAN CONNECTIONS** below). Bicycle parking will be accommodated internal to the building.



FIGURE 9 – PEDESTRIAN CONNECTIONS

Section 5.2.8 speaks to external building design. The policies of the Plan shall be read in conjunction with the Urban & Landscape Design Guidelines. In particular, the Town seeks building design which:

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;

- *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;
- *iii) clearly defines public and private spaces;*
- 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;
- v) is in scale with surrounding development; and,
- 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 features, recesses, projections, canopies) of the buildings, including appropriate variation in materials and textures and colours of building;
 - b) front doors and generous real windows ,or in some cases three dimensional display windows, on any major walls facing streets;
 - c) strong pedestrian connections to the street, are carefully positioned to minimize impacts on the street; and,
 - *d)* the location of outdoor activity areas (e.g. patios), landscaping and other site design elements.

<u>Comment</u>: Careful attention has been made to ensure that the proposed building design meets and exceeds the sustainable and accessible design requirements of the Ontario Building Code (OBC). The building has been oriented to maximize units on the east, south, and west facades to benefit from passive solar heating in the winter months, while reducing solar heat gain in the summer months by use of recessed balconies and large, energy efficient glazing systems. Electric heating and cooling systems for each unit will reduce need for fossil fuels and non-renewable resources and reduce building costs.

With the exception of the 6-storey apartment building to the west, the existing built form in the general vicinity of the site is primarily ground-oriented and of lower density. Given this neighbourhood precinct is planned for additional intensification under the Mixed Use Area designation, it is acknowledged that the area is in transition and will experience additional development in the form higher density residential and mixed use land uses. Over time, this precinct will evolve into a more compact, intensified development scheme in keeping with the proposed development. The proposed development density, massing and height conforms

to the Mixed Use Area designation and approved zoning category and is appropriate for this transitioning area.

Further commentary regarding building design is found in Section 4.0 below.

4.0 TOWN OF COBOURG URBAN & LANDSCAPE DESIGN GUIDELINES

The Town of Cobourg Urban & Landscape Design Guidelines (ULDG) were adopted in 2010 and are intended to complement the community design policies of the Official Plan. The ULDG represent important design goals for the community and provide guidance and recommendations which are to be interpreted with a degree of flexibility when evaluating new developments and re-development in the municipality. Regard shall be had to the guidelines and recommendations of the ULDG in order to help inform whether the proposal conforms to the Official Plan.

The ULDG contains a design vision and guiding principles and is structured to address two (2) key elements: i) Public Realm; and, ii) Private Realm. The following section will concentrate on guidelines and recommendations of the ULDG which are applicable to the proposed development.

Vision and Guiding Principles

Firstly, it is important to identify the vision and guiding principles for the community (Sections 2.1 and 2.2). Cobourg is intended to function as a regional centre for Northumberland County and will maintain its position as a strong, liveable and healthy community providing a full range of opportunities to live, work, play and shop within the Town. This vision statement will be reinforced through:

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;

New residential development which will primarily occur through a mix of intensification and greenfield development with a variety of housing types and densities. Any intensification will be designed in keeping with existing stable residential neighbourhoods where it is located within or adjacent to such areas;

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

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

The following design principles of Section 2.2 of the ULDG apply to the subject development:

2. Encourage Compact, Mixed Use Development

The interconnected street network will enhance mobility and foster compact, walkable neighbourhoods. Compact development will be encouraged in the design of vacant or underutilized parcels of land. A mixture of uses and appropriately scaled building forms will contribute to an active streetscape and increased densities in the community.

3. Promote Active Transportation

Active transportation will promote the priority of pedestrian, cyclists and transit over vehicles through the design of streets and their boulevards.

4. Promote Sustainable Development

The Town will actively encourage development which is designed based on the principles of sustainability to reduce the consumption of energy, land and other non-renewable resources; minimize the waste of materials, water and other limited resources; create a liveable, healthy and productive environment; and reduce greenhouse gas emissions.

5. Provide a Variety of Housing

Residential neighbourhoods will contain a mix of lot sizes, housing types and styles to promote a strong sense of place for residents. A variety of housing types, including affordable housing, will respond to the varied needs of the future population by allowing people to age-in-place in the same neighbourhood.

<u>Comment</u>: The proposed development will intensify a vacant, underutilized parcel of land with a high density compact built form that will help diversify the local housing stock and provide choice for residents. The proposed building is sited in a manner that will enclose the road and activate the streetscape while maintaining a reasonable degree of compatibility with the surrounding neighbourhood.

The subject property fronts onto Ontario Street, an urban collector road which offers convenient access to public transit, and is a short distance to the downtown and associated consumer services, public library and open spaces, such as Sinclair Park, Peace Park and the Waterfront Trail, which will support walkability and other active modes of transportation (refer to **FIGURE 10 – SITE PROXIMITY** below). The proposed development utilizes a mutual access to the site and adjacent properties through a single driveway from Ontario Street, thereby minimizing potential for conflicts with vehicular movement.



FIGURE 10 – SITE PROXIMITY

Site Safety

Section 3.4.4 speaks to promoting site design which protects the safety of the residents as well as the general public using the principles of Crime Prevention through Environmental Design (CPTED), including natural surveillance, natural access control, territorial reinforcement, and maintenance. The following guidelines are relevant to the proposal:

- a. Buildings and main entrances should, where possible, front on to the public street to encourage a pedestrian-orientated streetscape and maximize public surveillance of the street.
- b. Ensure a clear transition between public, semi-private and private spaces to encourage users to develop a sense of ownership in frequently used spaces.
- d. The selection, siting and maintenance of landscape elements should consider views for safety and surveillance opportunities. In addition, landscaping should be carefully placed to limit access to potential vandalism targets (e.g. low rooftops, etc.).

f. Particularly after dark, streetscapes should provide users with informed choices for alternative pedestrian routes.

<u>Comment:</u> The proposed building and landscape scheme are designed appropriately to frame the public street and create an attractive walking environment. An abundance of balconies, window glazing and door openings adorn the building elevation which will provide unobstructed views of the private and public realms and promote a safe environment (see **FIGURE 7 – BUILDING ELEVATION**).

A simple, clearly defined walkway system is proposed to encourage active transportation modes and offer safe routes for pedestrians within the site. The primary building entrance is centrally located midway between the public street and the rear surface parking lot on the north façade to offer a balanced approach to pedestrians accessing the building from Ontario Street and the rear parking area (see **FIGURE 9 – PEDESTRIAN CONNECTIONS**).

Universal Design

Universal design is promoted in all public spaces and new developments to ensure individuals with mobility challenges have reasonable access to buildings and public spaces. The applicable design guidelines in Section 3.4.5 and 4.2.2 are outlined below:

- a. The design of buildings other than single, semidetached or townhouses, should result in accessibility for everyone.
- 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.
- *d.* Curb ramps should provide barrier-free connections between the street and pedestrian walkways.
- 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.

Reference should also be made to the Ontario Building Code (OBC – Sec. 3.8), the AODA, County and Town Accessibility Standards/Guidelines, and the Principles of Universal Design.

Comment: As noted in Section 3.0 above, the proposed building has been designed to meet and exceed the minimum requirements of the Ontario Building Code (OBC). At least 50% of the dwelling units have been designed to meet barrier free requirements, which greatly exceed the 15% minimum specified in the OBC. Access to the proposed development and building entrance at the ground floor will conform to barrier-free access requirements as set

out in Section 3.8 of the Ontario Building Code (OBC). An internal elevator is provided to all floors, and all corridors exceed OBC clear width requirements. One (1) barrier free parking space is provided in close proximity to the main entrance and two (2) BF spaces are located in the underground parking lot adjacent to the elevator. The individual suites will maintain adequate clearances throughout the unit

On-site sidewalks will be clearly defined and distinct from the driving area and will provide sufficient space for the efficient movement of pedestrians, including those using mobility devices. AODA compliant curb ramps and tactile strips will be implemented where necessary to facilitate clear, unimpeded access to the building. Refer to **FIGURE 11** below.



FIGURE 11 – BARRIER FREE ELEMENTS

Sustainable Design

The ULDG specifies that new developments should include sustainable building and lot design, land use and site design, landscape and building typologies. Section 4.1 provides recommendations for sustainable design, including seeking higher performance standards in energy and environmental design, use of generous porous surfaces and other low impact technologies to promote infiltration, and use of native landscape materials.

Comment: A concerted effort has been made to produce a site and building design which optimize performance, efficiency and environmental sustainability. Sustainability is not only measured through the implementation of innovative building and site design technologies, but is also a product of good land use planning. The proposal represents a compact form of development which utilizes land and infrastructure in an efficient and cost-effective manner, which will serve to help mitigate the unnecessary consumption of land and sprawl. The proposed development maximizes available density at a site which is in close proximity to

existing services and community facilities which will promote walking and other modes of active transportation.

From a site design perspective, the building footprint coverage of ~30% is well within the permitted maximum of 40%, and the use of underground parking has greatly reduced impervious surface area. Stormwater runoff will be captured and treated using a combination of surface (lot level) controls, an oil grit separator and an underground storm chamber system to ensure that the development does not adversely impact abutting properties and the municipal storm system. Landscaped areas account for over one third of the site area and will assist in promoting infiltration.

The landscape design incorporates low maintenance native tree and shrub species which will provide varied interest during all seasons. Particular attention has been given to enhancing the street frontage and building façade with garden shrubs and prominent, high branching trees. Perimeter vegetation will be protected wherever possible and incorporated into the landscape design.

Generous energy-efficient glazing systems and recessed balconies have been incorporated into all sides of the building to promote passive solar heating in the winter months and reduce the need for artificial lighting during daylight hours. Site lighting has been designed to provide safe coverage, mitigate light trespass and reduce energy consumption.

The building design incorporates energy reduction and consumption reducing strategies, including such features as:

- Continuous exterior insulation (EIFS) on the building envelope.
- Low-E Double Pane low U-Value window systems
- Electric heating and cooling systems for each unit reducing the use of fossil fuels and non-renewable resources, while reducing building costs based on progressive structural collapse requirements that are stipulated for buildings with gas fired equipment.
- Electric car charging stations to be incorporated.
- Hambro Canam Steel Construction providing advantages of steel in construction of green buildings including, but not limited to:
 - Strength;
 - Weight efficiency;
 - Recycling (steel 100% recyclable);
 - o Reuse;
 - Longevity;
 - Waste Reduction; and,
 - Reduction in thermal bridging.

• Less time, less energy by optimizing the components and installation, projects in which Canam Buildings is involved require less handling, less equipment, less labour and less energy.

Site Layout and Building Orientation

The ULDG encourage site layout and building designs which influence the character of neighbourhoods and communities in a positive manner. The applicable design guidelines in Section 4.2.1 are outlined below:

- a. Buildings should be located and designed to define the public realm and frame streets, internal drive aisles, sidewalks, parking areas and amenity spaces.
- b. Main building entrances should face public streets and be directly accessible from public sidewalks.
- *f.* Passive solar design should be considered when designing block layout, buildings, transportation corridors and open spaces

Comment: The proposed building is situated as close to the public street as permissible by the Zoning By-law. Given the height and massing of the building, the proposed front yard setback provides an effective edge which will help frame the street without being overpowering. A similar effect is proposed on the north side abutting the internal driveway. While the primary building access is proposed on the north façade, it provides reasonable balance for individuals accessing the building from the street and rear parking area. The proposed glazing strategy will promote passive solar heating in winter months and reduce solar gain in the summer.

Landscape Design

Landscape design plays an important role in establishing and enhancing the visual aesthetic of the community, and for promoting environmental responsibility. The applicable guidelines of the ULDG are found in Section 4.2.4:

- a. Front yards should be landscaped with trees, shrubs and native plantings to promote amenity and privacy for private developments.
- b. Street tree placement on private property should be selected to reduce exposure from salt damage.
- c. Landscaping should differentiate site areas including parking, building forecourts, courtyards, gardens and sidewalks to give each site a distinct, clearly defined character.
- 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.

- *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.
- g. All internal vehicular roads should be designed to accommodate street trees. Landscape treatments provided along major access driveways or within driveway medians should be provided in the form of high-branching deciduous trees and low shrub planting (i.e. less than 1.0 metre at mature growth) to preserve vehicular sight lines.
- *h.* Shrub and fencing heights should not obscure views through to private or public development to preserve sight lines and safety.
- i. Planting strips should be provided between the street line and parking lots. Landscape materials should include a combination of salt tolerant ground cover, low shrubs and high-branching deciduous trees that do not obscure pedestrian views.
- *j.* High-branching deciduous trees, which are aligned on the front property line should be coordinated with street trees to maintain views through to private development.
- k. Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip that is wide enough to plant trees and/or other landscape edge treatments (3.0 metres minimum recommended) should be provided between the parking lots to allow suffi cient area for parking lot edge treatments, drainage, access, vegetation, fencing and snow storage. However, vehicular and pedestrian connections should be introduced between the parking lots.
- *I. Rear yards should provide, as a minimum, a landscape edge treatment to include adequate space for tree planting or other landscape treatments.*
- m. Where lane access or service driveways are located in the rear yard, the landscape edge should be wide enough (i.e. 3.0 metres) to plant trees and/or other landscape to serve as an adequate buffer in combination with fencing at abutting property lines.
- *n. Plant material in areas of high pedestrian activity should be:*
 - Low maintenance, pest and disease resistant;
 - Free of features that could poison or cause injury to pedestrians (e.g. large fruit, etc.);
 - Selected and placed to ensure clear views into and out of amenity spaces;
 - Arranged/massed to provide maximum affect and efficiencies in maintenance and watering; and,
 - Varied, interesting and full-form during all seasons of the year.

<u>Comment</u>: The site landscape (see **FIGURE 8 – LANDSCAPE PLAN** in Section 3.0 above) incorporates a selection of hardy, native species which respond to the context of the site and will create a positive visual aesthetic to complement the streetscape and surrounding neighbourhood. Existing vegetation located around the perimeter of the site has been

protected and incorporated into the landscape design. The Ontario Street frontage has been landscaped with high branching trees and low shrubs to enhance the aesthetics of the development, soften the impact of the building façade and add street appeal. Further commentary describing how the landscape design satisfies the urban/landscape design policies and guidelines of the Official Plan and Urban & Landscape Design Guidelines is outlined in **APPENDIX B** attached to this Report.

Service & Delivery Areas

Section 4.2.5 of the ULDG specifies that the visual impact of service and delivery areas should be minimized through appropriate siting and/or screening measures.



Comment: The proposed building incorporates an interior garbage room recessed service and doorway, where roll-out containers can be utilized for periodic collection (FIGURE 12). A wide drop-off area has been designed adjacent to the primary building entrance to facilitate delivery and loading functions.

FIGURE 12 – SERVICE/LOADING

Parking

The ULDG directs that parking areas should be designed to minimize their impact on adjacent land uses and the public realm. In particular, surface parking areas should be located to the side and rear of buildings so as not to dominate the street, and buffering in the form of landscape strips and screening measures should be employed. The ULDG guidelines relevant to the proposal in Section 4.3 are outlined below:

Section 4.3.1 General

- a. Continuous or large surface parking areas should not be located in front of buildings, or on corner lots.
- d. Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low level vegetation to maintain visibility.
- e. High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.

- 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.
- *h.* Service and drop-off area circulation should not interfere with pedestrian circulation.

Section 4.3.1.1 Edge Treatments (Adjacent to Public Sidewalk)

- a. Where parking areas are adjacent to a public sidewalk, adequate buffers, such as landscaping or bollards should be provided between parked vehicles and the sidewalk.
- c. Alternatives should be considered for screening parking facilities, such as depressing lots from the street level or creating landscaped enclosures of low walls, hedges or berms.
- d. Low, landscaped walls can be used to screen parking areas from public view. Adequate buffers should be provided between parking areas and public sidewalks.
- e. Buffer elements should be designed to facilitate clear sightlines between the street and parking area. A recommended maximum height of 1.2 metres should be applied to maintain sightlines from inside vehicles.
- *f.* Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area

Section 4.3.1.2 Interior Lot Design

- c. Major internal vehicular routes should be defined by raised and curbed traffic islands planted with trees and low-level vegetation to maintain visibility.
- e. High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.
- *f.* All internal landscaping areas should be designed to support healthy trees and plants (i.e. appropriate size, drainage, etc.).

Section 4.3.2 Structured Parking

- *b.* Wherever possible, access to structured parking should be from secondary streets or the interior of blocks.
- c. Ramps at street corners or view termini should be avoided. Ramps to parking structures should be located at the rear and side of buildings away from main building frontages and major streets.
- *e.* Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations

Comment: Parking for the development will utilize a combination of underground (structured) parking and surface parking. The perimeter of the rear surface parking area will be planted using a mix of high branching deciduous and coniferous trees to buffer its visual impact and provide shade to reduce the heat island effect. To the north of the building will consist of a surface parking area which is small-scale and should not dominate the streetscape and, if necessary, additional landscaping can be implemented to reduce its impact and add curb appeal. The access ramp to the underground parking garage is located to the rear of the building, out of view from the street. Pedestrian access to the garage will be internal to the building.

Section 4.3.3 Bicycle, Scooter and Stroller Parking

- a. Storage facilities should be required, either adjacent to building entrances or as an integrated building enclosure, and should be weather protected.
- c. In addition to energy efficient vehicle parking, and reserved spaces for car-sharing services, preferential bicycle parking should be provided.
- e. Bicycle racks and lockers are strongly encouraged in structure parking facilities, especially for large office developments.
- f. For long term bicycle parking provided as part of a high-density residential development, the parking spaces must be accessible, secure and weatherprotected.

<u>Comment:</u> Due to space constraints with the proposed site and building design, interior bicycle and scooter parking will be accommodated in large storage areas within individual dwelling units. Exterior bicycle racks may be utilized to accommodate short-term visits.

Building Design

The Town of Cobourg is characterized by low-mid rise (2-4 storey) buildings. Where sites permit higher buildings, they should be designed to minimize impacts on the public street and adjacent lower density uses. The ULDG outlines three components of a building design: i) base (street level); ii) middle (shaft); and, iii) top (incl. roof and mechanical). Generally, buildings should employ an articulated design that mitigates mass and shadowing impacts, appropriately reflects the site context and create visual interest. The following provides an overview of the applicable guidelines:

Section 4.4.2 Building Base Design

Buildings should be designed with a defined base to provide a comfortable human element at-grade to reflect a pedestrian-oriented streetscape using distinguished building materials, step-backs, rooflines and other architectural treatments.

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

- b. A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Spandrel glass is strongly discouraged.
- c. Building façades facing on to streets and public spaces should incorporate vestibules, building entrances, covered walkways or canopies and awnings at the ground floor level to provide weather protection and surveillance on to adjacent pedestrian areas.
- d. Buildings should be designed with continuous street façades. Variations in setbacks may be used to incorporate opportunities for public open space, midblock pedestrian walkways and/or main entrance ways.

Comment: The overall architectural design is proposed to be in keeping with the surrounding vernacular and includes a more traditional approach with contemporary design ideas infused into the fenestration. The proposed building incorporates a mix of diverse façade elements, beginning with a sandstone stucco block on the lower two storeys, transitioning to a yellow brick hue reminiscent of the historic Firehall adjacent to Victoria Hall on floors 2 – 5, and finally a consistent sandstone stucco finish on the upper storey. The 6th floor is stepped back to reduce the perceived height of the building from adjacent lands including the street. This variation, coupled with articulations, recessed balconies, covered entries, glazing and other architectural treatments, will create a pleasant pedestrian flavour and interest at ground level and mitigate the mass and scale of the building. Refer to **FIGURE 7**.

Section 4.4.3 Building Setbacks and Step-backs

The use of building setbacks and step-backs are important to create transitions to surrounding low density residential areas. The ULDG specifies that setbacks relate to the portion of the building in relation to the front property line, while a step-back refer to the portion(s) of building that are "stepped back" above the building base to reduce the perceived height and mass of higher buildings and minimize shadow effects. Stepbacks also have the benefit of providing additional amenity space. The following guidelines apply:

- a. The primary façade of the base building should be sited parallel to the street and front property line.
- d. Where building stepbacks are appropriate, generally on buildings taller than 3 storeys, architectural expression/design should provide a clear distinction between the building base, middle and top

<u>Comment:</u> The proposed building façade is parallel to the street/property line. A mix of building materials and composition offers a clear distinction between the base (stucco block), middle (brick) and top (smooth stucco). Refer to **FIGURE 7** in Section 3.0 above.

Section 4.4.4 Visual Angular Plane

Step-backs in upper levels of higher building forms can reduce the perceived impact of building mass and height on the street and surrounding development. A Visual

Angular Plane Analysis using cross-section illustrations is one method used to test the suitability of building height from the street and where step-backs could help minimize impact, particularly from the perspective of a pedestrian.

Comment: As illustrated in **FIGURE 13** below, A building step back has been incorporated into the design of the 6th floor to create architectural appeal, optimize compatibility and offer additional private outdoor amenity space for residents. The step back will effectively reduce building impact and overlook on the street and adjacent properties.



FIGURE 13 – BUILDING STEP BACK

The angular plane analysis illustrated in **FIGURE 14** below demonstrates how the building positioning and step back design has reduced perceived building height and mass on adjacent properties and the streetscape. The 45-degree angular plane illustrates favourable conditions which will minimize overlook and other impacts on adjacent lands (also refer to **APPENDIX A**).



FIGURE 14 – ANGULAR CROSS SECTIONS

Section 4.4.5 Shadow and Sun Impacts

High-rise buildings have the potential to impose off-site impacts due to sun depravation and shadow. A Shadow Analysis is a useful tool to identify and measure the effects of shadowing on adjacent properties at various times of the year and day. The ULDG contains guidelines that are applicable to the development below:

- a. High-rise buildings should be oriented to minimize shadows cast on adjacent open spaces, buildings and streets. A shadow study may be required to examine shadow impacts on adjacent properties and heritage properties in close proximity to the development.
- c. During summer months, when shade is preferred, include the use of awnings, canopies and tree planting to modulate direct sun exposure

Comment: As illustrated in the shadowing diagram in **FIGURE 16** (below) and **APPENDIX A** (attached), the proposed building is sited towards the south side of the site to minimize shadow impact, and maximize sun penetration, onto adjacent properties for much of the year and daytime periods. The 6th floor step back also assists in reducing shadowing.

Section 4.4.6 Building Articulation and Detailing

Building articulation is an important element of physical design, particularly at street level, and includes such matters as pedestrian access, facades, windows, building materials, rooflines and other architectural features. The following outlines the relevant ULDG to the proposed development:

Section 4.4.6 Pedestrian Access and Entrances

- a. Main building entrances should be expressed and detailed through a variety of elements including large entry awnings, canopies and/ or double-height glazing.
- b. Building entrances should promote visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
- d. Buildings in the Downtown, Harbour, gateway and Mixed Use/Corridor Areas and those at major intersections should apply a level of design that demonstrates their focal role.
- *e.* Windows should be coordinated with the design of building entrances and waiting areas to reinforce exposure between indoor and outdoor areas.
- *f.* Steps and ramps should be architecturally integrated with the building entrance

Comment: The primary building entrance will feature a decorative portico with a skylight to add natural light. The entranceway contains a glassed vestibule which is wide and inviting for residents and visitors (**FIGURE 15**).



FIGURE 15 – BUILDING ENTRANCE



DEC 21 9AM



MARCH 20 9AM

FIGURE 16 – SHADOW ANALYSIS



DEC 21 12PM









MARCH 20 2PM

DEC 21 2PM



JUNE 21 9AM



FIGURE 16 – SHADOW ANALYSIS CONT'D



JUNE 21 12PM



SEPT 22 12PM



JUNE 21 2PM



SEPT 22 3PM

Section 4.4.6 Building Facades

- a. Buildings with frontages exceeding 12.0 metres should be strategically divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, networks of connected walkways and landscaping.
- d. Building façades that are facing or are visible from main streets and public spaces should generally provide façade variation in both the horizontal and vertical wall plane to assist in reflecting main street character and scale.
- e. Buildings should not have blank façades. Where buildings are prohibited from using windows (i.e. where future adjacent development is anticipated), the side façades should still incorporate a minimum level of articulation. This may include detailed brick work, ornaments or murals.
- f. All building façades facing streets and public spaces should incorporate vestibules, frequent building entrances, covered walkways, canopies and awnings along the first storey to provide weather protection and to add visual interest to adjacent pedestrian areas.



FIGURE 17 – BUILDING FACADE

Comment: The building façade facing Ontario Street contains a mix of architectural elements, material variety, recesses and stepbacks, glazing, and ground-level landscaping to provide variation and texture. The main entrance portico on the north side of the building provides an enhanced feature to clearly demark the pedestrian entry point, while a secondary, emergency exit doorway fronting onto Ontario Street is treated with a decorative canopy and sidewalk connection.

Section 4.4.6 Window Treatments

- b. Where residential units are proposed at-grade, bay windows or other large windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.
- c. Skylights and clerestory windows are encouraged. Skylights can be treated as distinct roof elements and be coordinated with other roof and building elements.
- d. Clear glass is preferred for all glazing to promote a high level of visibility. Reflective and tinted glazing may be used in instances where it is an essential component of the design or for reasons of energy efficiency. Spandrel glass should not be used.
- e. Natural ventilation systems should be encouraged as an alternative means to air conditioning through the promotion of passive convection cooling and ventilation.

Passive systems can minimize mechanical systems for heating, cooling and ventilating buildings.

<u>Comment</u>: The proposed building contains generous clear window and patio door glazing to add character, offer passive solar gain, and enhance visibility and security. Individual units will benefit from natural ventilation via patio doors.



FIGURE 18 - WINDOW TREATMENTS

Section 4.4.6 Porches and Building Projections

- a. Building projections including porches, decks, balconies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and useable amenity spaces.
- b. The design of porch railings and columns should be integrated with the building and should use complementary materials such as wood, metal and/or other appropriate material. Balconies should be designed as integral parts of the building design.
- c. Balconies should be provided for residential apartments.
- d. Porch and deck dimensions are encouraged to be generous enough to accommodate furnishings and ensure their active use. For useable sections of the front porch, the minimum depth should be in the range of 1.5 2.0 metres



<u>Comment</u>: The proposed development provides individual balconies and terraces to offer private outdoor amenity space for residents of the building. Balconies are recessed and most are covered to offer weather protection. Railings have been designed as integral parts of the design (**FIGURE 19**).

FIGURE 19 - BALCONIES

Section 4.4.6 Building Materials and Detailing

- a. The visible façades of buildings should provide a high standard of design, detail and a variety of materials. Wall facing material should be combined to create front building façades with a distinct, well-balanced street presence.
- b. Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.
- c. Where feasible, buildings should use attractive building materials (i.e. brick, stone, wood). Materials such as stucco, EIFS panels and vinyl are discouraged.

<u>Comment:</u> The building materiality includes a mix of brick masonry, stucco, metal roof and trim, and clear glazing which will create a high-quality presence in the neighbourhood.

Section 4.4.6 Weather Protection

a. Canopies and porticoes are recommended to provide weather protection to pedestrians and to help articulate building elevations and principal building entrances.

<u>Comment:</u> A large portico is provided at the principal building entrance which will clearly denote the entry and offer adequate weather protection to pedestrians.

Section 4.4.6 Roofs

- a. Pitched or sloped roofs may be considered as alternatives to flat roofs for commercial development. Flat roofs and roof terraces are encouraged to be used as private and communal outdoor patios, decks and gardens. "Green" roof technologies are encouraged.
- b. Roof materials and colours should complement the building's cladding materials.
- c. Rooftop mechanical equipment should be integrated with the building design and rooftop units and vents should be screened using materials complementary to the building.
- d. Parapets or other architectural screening devices should be used to screen rooftop mechanical units.
- e. To create greater interest in the skyline, mid-rise buildings may introduce articulation in the upper floors. This can be achieved through the use of terracing and/or architectural elements including projecting roof lines, trellises or vertical elements.



FIGURE 20 - ROOFLINE

Comment: The proposed development generally provides a flat roof design, with a peaked roof structure on the north side of the roof to screen mechanical equipment and provide visual appeal. Large rooftop terraces are designed into the 6th storey step-back to help provide some relief to the roofline. Rooftop materials and colours will complement the building's cladding materials.

Residential Buildings

Section 4.5.2 of the ULDG contains general principles for residential design. Designs for residential buildings should be high quality and architecturally diverse in order to contribute positively to the streetscape and enhance the character of neighbourhoods. Residential development should also comprise a mix of housing types and densities to offer choice to a variety of demographics. The following provides a general overview and brief commentary of the relevant ULDG guidelines:

Section 4.5.2.1 Building Variation and Density

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

Section 4.5.2.2 Building Height

- b. The design of buildings greater than four storeys should be designed to reduce negative impacts on adjacent properties, including shadowing, overlook and potential wind-tunnel effects. Therefore, building height and mass should be appropriate to the scale and use of adjoining development.
- c. Height transition should be incorporated into the design of taller buildings, especially when located adjacent to low density, low-rise areas.

Section 4.5.2.3 Residential Orientation

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.

Comment: The proposal offers 36 residential apartment units in a compact, well-designed built form located in close proximity to downtown and community service facilities, and will help diversify the mix of housing in the community. The project conforms to the development height and density which has been envisioned for this site and the proposed apartment building is appropriate for this transitioning precinct. Special care has been taken to design, site and orient the building in a manner that maintains and enhances the character of the neighbourhood and streetscape, and minimizes impacts on adjacent land uses.

5.0 OPINIONS & CONCLUSIONS

The subject property is located within a Mixed Use Area designation of the Official Plan, which permits commercial, mixed use and higher density residential development. The intensification of the 0.37 ha vacant site with a 36-unit, 6-storey condominium apartment building represents a compact urban development form on full municipal services and is an efficient use of land and resources. The proposal will serve as a compatible addition to a precinct that is expected to transition to mixed use and high density residential as envisioned by the policies of the Official Plan.

The proposed building has been carefully designed with a variety of architectural elements and detailing to provide a high-quality streetscape and enhance the neighbourhood environment. The siting of the building is sensitive to its surrounding land use and built form context, incorporating generous setbacks to maintain compatibility while ensuring a strong urban edge is created along Ontario Street. The subject site is within walking distance to a wide array of amenities, including downtown shops and services, a public library, waterfront, employment and community services, and is transit-supportive.

The proposed development conforms to the community design and sustainability objectives of the Town of Cobourg's Official Plan and has appropriate regard to the Urban and Landscape Design Guidelines.