



Tannery District Sustainable Neighbourhood Master Plan

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June 2021

Prepared for the Town of Cobourg

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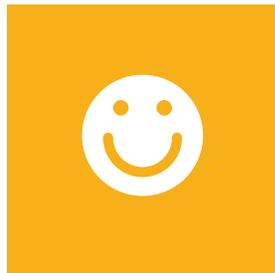
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The Town of Cobourg Sustainable Neighbourhood Master Plan is grounded in the 10 principles of One Planet Living, a framework for development that uses key performance indicators and targets to ensure environmental, social, cultural and economic sustainability. The plan, developed as a collaborative effort between the town, the consultant



Health and happiness



Zero carbon energy



Zero waste

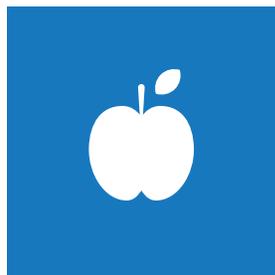


Materials and products

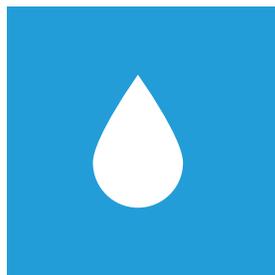


Travel and transport

team and the local community, envisions the Tannery District as a unique, healthy, vibrant and sustainable neighbourhood that promotes innovative development typologies and encourages diverse economic development opportunities.



Local and sustainable food



Sustainable water



Land and nature



Culture and community



Equity and local economy

1.0 Introduction

The Tannery District Sustainable Neighbourhood Master Plan establishes a comprehensive and implementable vision for the evolution of the Tannery District, a 12 hectare brownfield site located just outside of the downtown. The Master Plan is grounded in the 10 principles of One Planet Living, a framework for development that uses key performance indicators and targets to ensure environmental, social, cultural and economic sustainability. The Tannery District, which includes the historic tannery site and adjacent George Street HCD, represents an incredible opportunity to build on its strong historic roots to create a vibrant, innovative and highly-desirable transit-supportive neighbourhood.



1.1 PROJECT OVERVIEW

The Tannery District Sustainable Neighbourhood Master Plan establishes a comprehensive vision for the evolution of the Tannery District into a healthy, vibrant and sustainable neighbourhood.

The Plan, developed as a collaborative effort between the Town of Cobourg, the local community, and the Consultant Team, builds on the ongoing investment in the Tannery District, including a public design charrette (2009) and the resulting Community Improvement Plan. For the Town of Cobourg, the Sustainable Neighbourhood Master Plan represents an integral step in the revitalization of its downtown, and the development and promotion of new and diverse economic development opportunities.

The Sustainable Neighbourhood Master Plan commenced in April, 2017 and consisted of three phases:

- / Phase 1 – Data Collection and Background Review
- / Phase 2 – Preparation of the Sustainable Neighbourhood Master Plan
- / Phase 3 – Policy Formulation

The Master Plan and supporting Secondary Plan reinforces the Strategic Plans vision for Cobourg as a “progressive, vibrant, lake side community, honouring [its] past and embracing [its] future.” The Plan also serves as an important pre-cursor to the upcoming Town of Cobourg Integrated Community Sustainability Planning process.

The policies and directions of this Master Plan implement the Sustainability Strategy of the Official Plan, promoting innovative and high-quality development that:

- / Reduces the consumption of energy, land and other non-renewable resources;
- / Minimizes the waste of materials, water and other limited resources;
- / Creates livable, healthy and productive environments; and
- / Reduces greenhouse gas emissions.

The redevelopment of the Tannery District, a former brownfield site, into a model sustainable neighbourhood demonstrates the Town of Cobourg’s commitment to sustainable growth, and establishes a strong precedent for future redevelopment efforts throughout the town.

The Sustainable Neighbourhood Master Plan provides the Town of Cobourg with an innovative and implementable long-range vision for the Tannery District that recognizes the 10 One Planet Living principles to achieve the four fundamental pillars of sustainability: society, environment, economy, and culture.

1.2 THE TANNERY DISTRICT

The Tannery District is located just north of downtown Cobourg and is bounded by University Avenue to the south, George Street to the east, Ball and Victoria Streets to the west, and the rail corridor to the north. The area is rich in history, originally housing the Tannery, one of the Town's oldest industrial uses. The Tannery District also partially includes the George Street Heritage Conservation District, a strong example of incremental residential development, particularly as it relates to the impacts of the rail corridor.

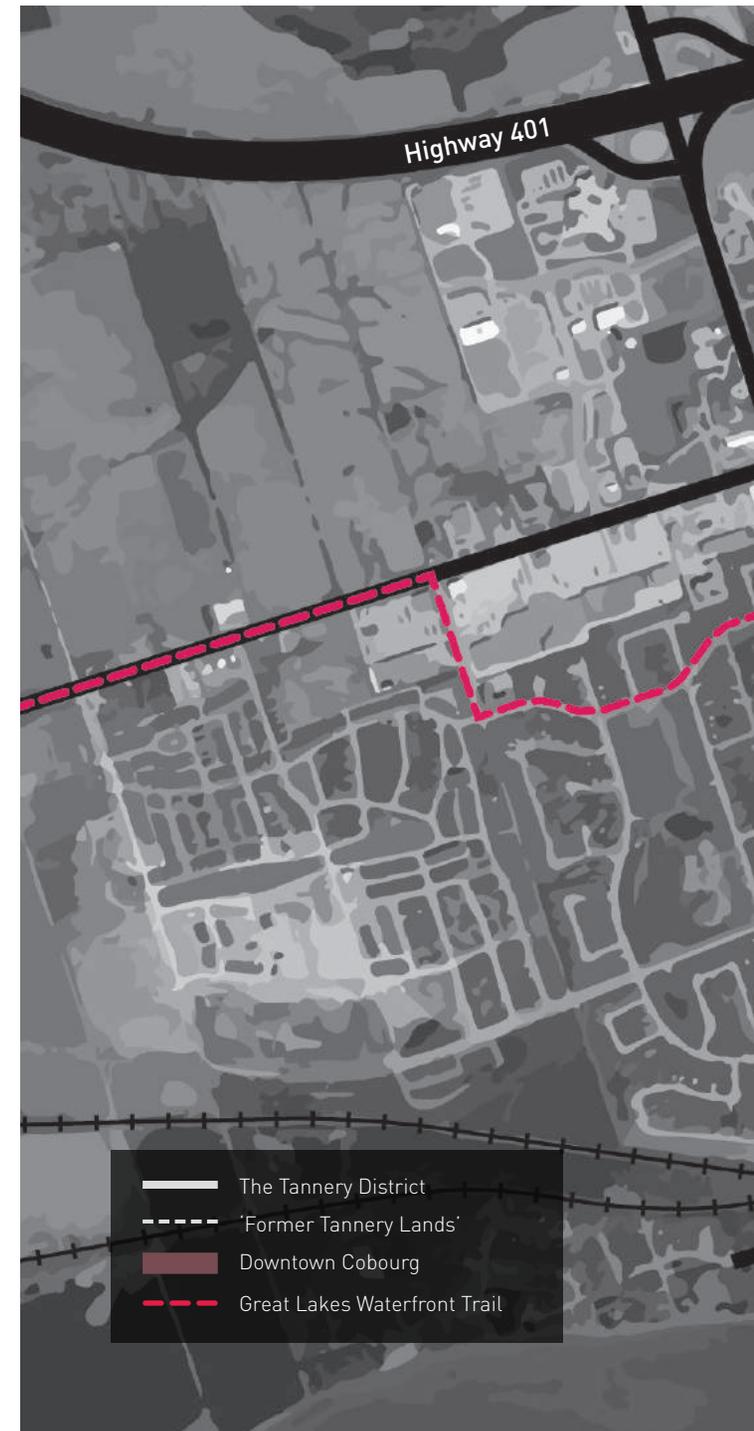
As the Town of Cobourg commits to sustainable growth, the Tannery District represents an incredible opportunity to build on its strong historic roots to create a vibrant, innovative, and highly desirable transit-supportive neighbourhood.

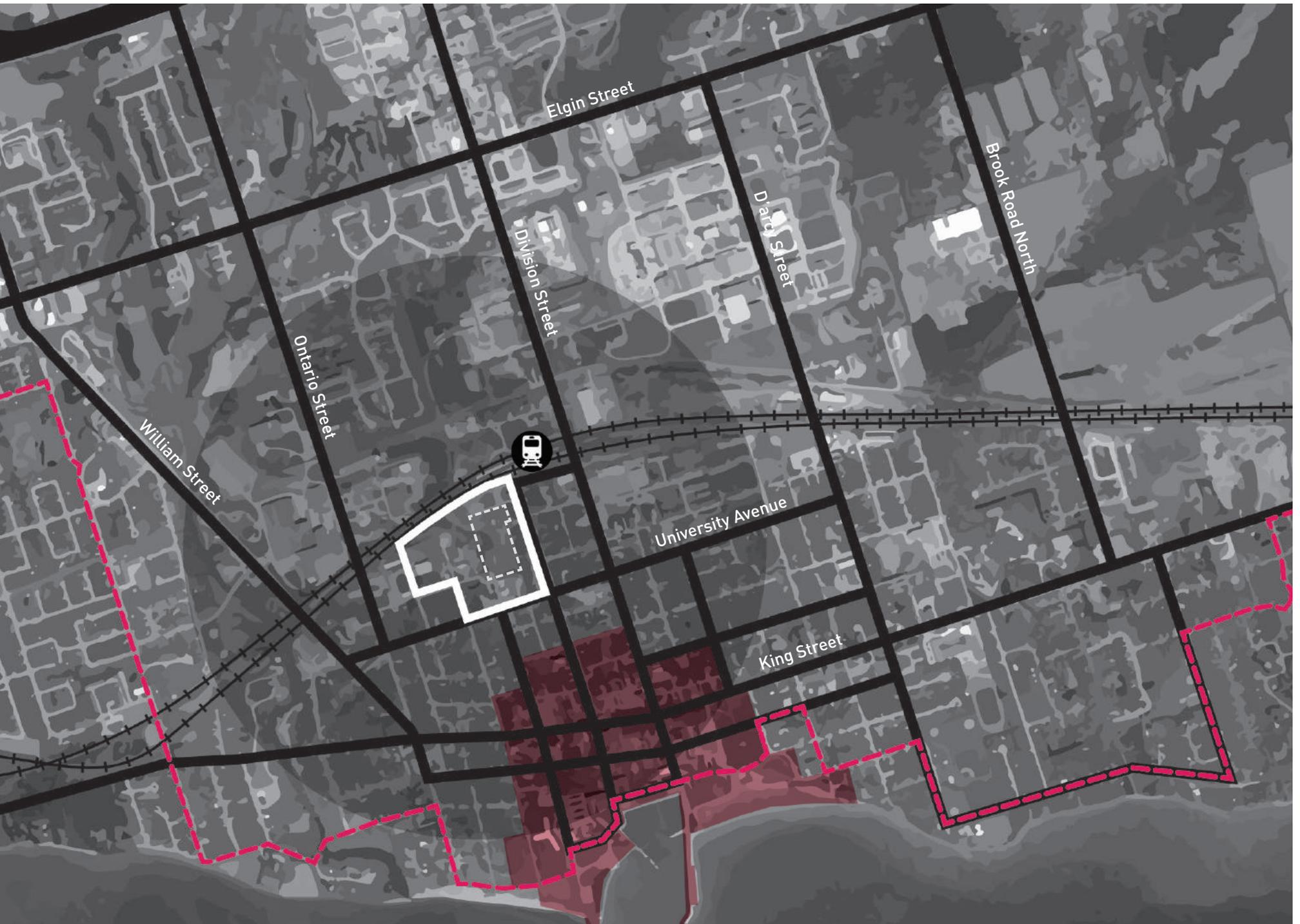
The Tannery District is located within walking distance of downtown Cobourg and historic King Street, which includes a bustling mix of cafés, restaurants, shops and galleries. Throughout the downtown, a variety of public and civic spaces offer year-round activities and entertainment to people of all ages and abilities, including a weekly farmer's market (with a winter market), and a range of festivals and events, such as buskers, art, and music.

The Town's lively waterfront and marina, including Cobourg Beach, distinguishes Cobourg from other Ontario communities, drawing residents and visitors from Northumberland County and beyond. These areas, including nearby Victoria Park, encourage relaxation and casual play through playgrounds, swimming, and boat rentals. Victoria Park also hosts many of the Town's annual festivals and events, such as the Waterfront Festival and Movies on the Beach. To the north, the bustling downtown is balanced by the Cobourg Conservation Area, which provides over 12 hectares of natural area for hiking, cycling, fishing and other outdoor activities.

In addition to these destinations, the Tannery District is in close proximity to a range of day-to-day cultural and institutional uses, including the Cobourg Public Library, Victoria Hall (Town Hall), the Cobourg Memorial Rink and Recreation Centre, St. Michael's Elementary School, Columbus Community Centre, and William Academy – Cobourg West.

The Tannery District is well-located to promote a healthy, transit-supportive neighbourhood. The Via Rail Station, located immediately to the northeast, provides fast and convenient access to Toronto, Kingston, Ottawa, and Montreal. Bus routes on University Avenue West provide connections throughout the town, while cycling is facilitated on George Street with direct cycling connections to sharrows and bike lanes on King Street and the Great Lakes Waterfront Trail.





1.3 TOWARD A SUSTAINABLE COMMUNITY

Our society is facing increasing environmental and social challenges. Our activities are creating greenhouse gas emissions that are accelerating climate change, evidenced by extreme weather events such as increasing droughts and heat waves, rising sea levels, and air, water, and soil pollution. All of these effects pose serious risks to human health. At a global level, treaties and agreements are being advanced to mitigate climate change, while the federal and many provincial governments have set ambitious targets to lower emissions.

A sustainable community is a place that meets our needs today without compromising the ability of future generations to meet their needs; a place that maintains or increases well-being between generations; and a place where people want to live, work, play, and learn, now and in the future. Sustainability needs to address environmental, social, cultural and economic considerations.

One Planet Living (OPL) is a joint initiative of BioRegional and the World Wildlife Foundation (WWF) to address the challenges of global population increases and the depletion of the Earth's resources. It is a sustainability framework with key performance indicators and targets that provide a road map to pursue endorsement as a One Planet Community.

One Planet Living aims to create a future where it is easy, attractive, and affordable for people to lead happy and healthy lives using a fair share of the earth's resources. Striving towards a One Planet lifestyle requires not only a focus on the design and construction stages of a project, but also on the lifestyles and behaviours of those living, working and visiting the community.

What form a sustainable community takes depends on the local characteristics of the place and the needs of the people. To be successful, sustainability must be integrated into all aspects of the Tannery District, including buildings, open space, and streetscapes, as well as programming, operations and maintenance.

The Sustainable Neighbourhood Master Plan aims to become a pillar of sustainability, with the principles of One Planet Living permeating throughout the document.



Dockside Green, Victoria

2.0 Study Area Analysis

From the policy framework down to the rich history and existing conditions that define the site, the Tannery District is an ideal location to establish an innovative, inspiring and world-renown sustainable neighbourhood. The supporting policies promote the redevelopment of brownfield sites, including the adaptive re-use of existing facilities, to walkable, mixed-use communities with transit-supportive densities. The Tannery District is nestled within an established street network and is easily accessible by both local transit and regional VIA Rail service. It sits at the edge of the downtown, in close proximity to a range of community uses and daily amenities, including beautiful waterfront parks and beaches, which host many of the Cobourg's primary festivals and events. As Cobourg evolves, the redevelopment of the Tannery District will introduce new and exciting approaches to housing and employment, parks and public space, and transportation and mobility.

2.1 POLICY REVIEW

The policy framework that governs the Tannery District generally provides the foundation for a sustainable and innovative community that achieves the principles of One Planet Living. This includes the redevelopment of a brownfield site, the provision of a mix of uses at transit-supportive densities, the adaptive re-use of existing facilities, the inclusion of a continuous network of parks and open spaces, and the integration of sustainable technologies and approaches throughout new development to minimize impacts on existing natural and ecological systems. The recommendations of the Sustainable Neighbourhood Master Plan will inform amendments to the Town's Official Plan and Zoning Bylaw to ensure the impacts of new development are not only minimized but make a positive contribution to their site and surrounding context.

PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Municipalities are required to be "consistent with" the PPS with respect to any planning decisions.

Section 1.1, Managing Land Use, prioritizes efficient development and land use patterns that minimize negative impacts to air quality and climate change, promote energy efficiency and support active transportation and transit (1.1.3.2) as well as the intensification and redevelopment of existing settlement areas including brownfield sites (1.1.3.3).

Section 1.7 of the PPS further directs that the redevelopment of brownfield sites be promoted.

Section 1.8 of the PPS supports sustainable development through energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns.

Section 2.6 of the PPS provides direction on the conservation of significant built heritage resources and states that development or site alteration on lands adjacent to protected heritage properties must demonstrate that the heritage attributes of the affected property will be conserved.

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe ("the Growth Plan") is the Province's framework for managing growth. Municipalities are required to conform to the Growth Plan in any decisions and, except in certain circumstances, the Growth Plan takes precedence over the PPS.

Per Section 2.2.2 of the PPS, municipalities with delineated built-up areas are required to develop intensification strategies and to accommodate a significant portion of residential development within the boundaries of their built up area. Cobourg is identified as a built up area in Schedule 4 of the Growth Plan.

Like the PPS, the Growth Plan encourages intensification, with growth directed to settlement areas and focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities.

TANNERY DISTRICT CIP

The Cobourg Tannery District Community Improvement Plan (CIP) aims to maintain, rehabilitate and redevelop the Tannery District, with the objective of "cleaning up" environmentally contaminated sites and promoting private investment in the general upgrading of existing buildings and property. A number of financial incentive programs are being introduced by the Town of Cobourg to implement the goal and objectives, and can be further utilized to implement some elements of this plan.



The Tannery District

A charrette was held in November 2009 to identify key directions for the Tannery District, including compact and connected streets, energy efficient sites and buildings, a mix of land uses, context-sensitive design, open space and landscaping, and a buffer from railway uses.

The directions emerging from this charrette provided the foundation for the Priority Directions in Section 4.1 of this report.

URBAN DESIGN AND LANDSCAPE GUIDELINES

The Town of Cobourg has a comprehensive suite of urban and landscape design guidelines. These Guidelines address sustainability, greenspace, stormwater management, streetscape design, parking, and detailed private realm design across the Town, including the lands in the Tannery District.

Sustainability has a prominent place in public realm design (Section 3.1 – including but not limited to reduction of impervious hard surfaces, recycled or durable materials, alternate energy sources on public lands) and private realm design (Section 4.1 – including but not limited to, adaptable building design, green performance standards, green roofs, on-site stormwater management, adaptive reuse of existing buildings).

The Guidelines support universal design in all private realm developments.

The key design guidelines provided in section 6 of this document are intended to augment the existing Urban Design and Landscape Guidelines and provide specific direction for the Tannery District. Both guidelines should be referenced for all new development.

OFFICIAL PLAN (2010, APPROVED 2017)

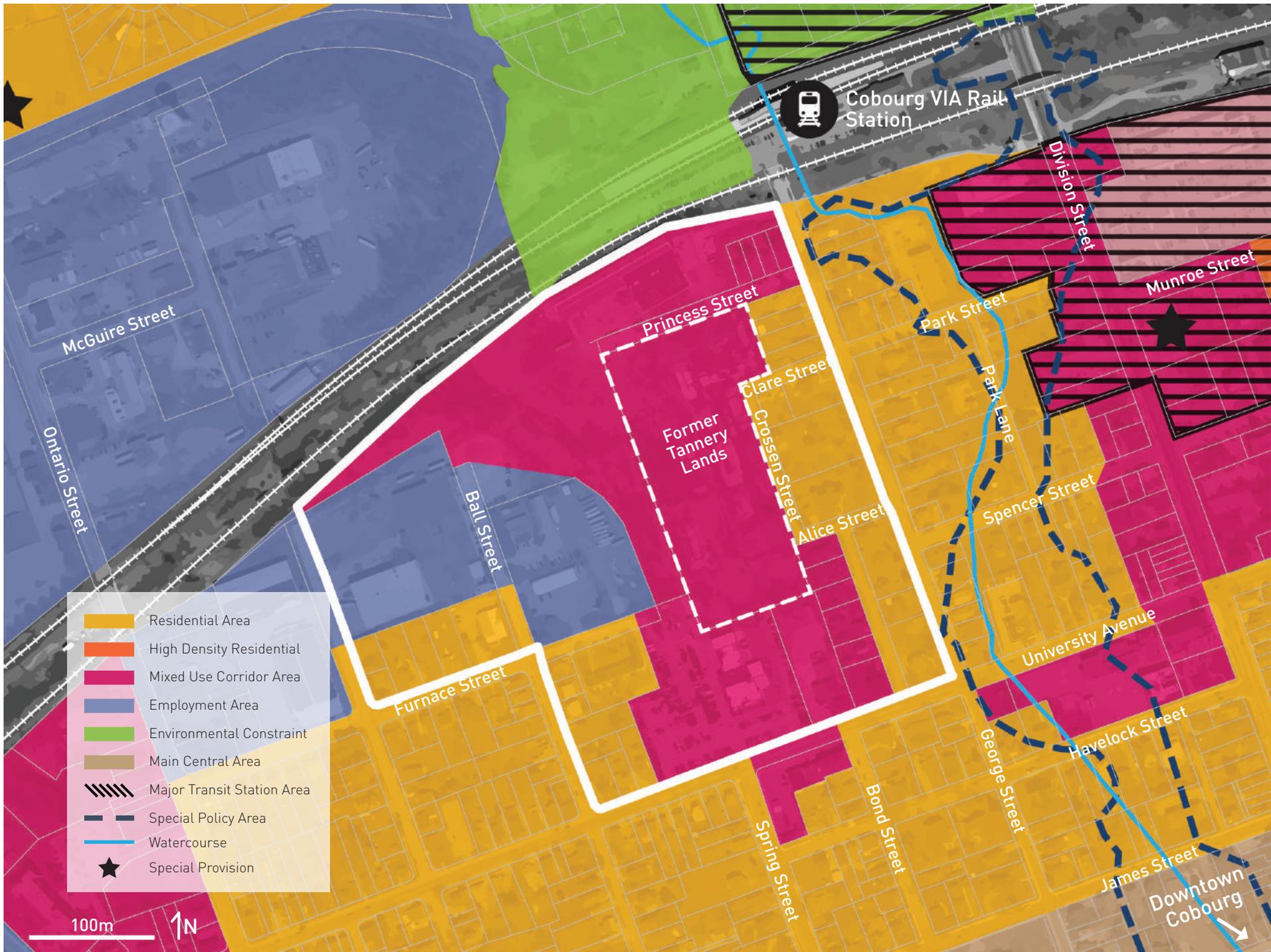
The Town's Official Plan was approved in May 2017. It asserts Cobourg as a regional centre for Northumberland County (Section 2.2) and outlines a five point vision for reinforcing Cobourg's strength as a community:

- / Enhancement and preservation of Cobourg's historical, natural and rural heritage;
- / An emphasis on sustainable, transit-supportive, mixed-use development;
- / New residential development through a mix of compatible intensification and greenfield development with a variety of housing types and densities;
- / A mix of employment uses; and,
- / A multi-modal transportation system which will support multiple modes of travel including transit, cycling and pedestrian movement, as well as goods movement.

In Section 2.7, the Official Plan identifies sustainable development as a design principle, whereby the Town is to actively encourage development designed to reduce the consumption of energy, land, and other non-renewable resources; to minimize waste; to create a liveable and healthy environment; and to reduce greenhouse gas emissions.

The majority of the lands in the Tannery District have been designated Mixed Use Corridor Area on Schedule A in the Official Plan. These lands extend from the rail corridor to University Avenue West, inclusive of the Tannery District.

Section 3.9 of the Cobourg Official Plan sets out policies for Mixed Use Areas. This designation recognizes existing commercial areas which are oriented to the service of vehicular traffic and require direct access from arterial roads and the exposure afforded by such a location. The designation recognizes existing uses while providing for the transition of these areas to a mixed use development form by encouraging the introduction of a range of additional compatible non-commercial uses to intensify and enhance the use of these areas which are generally located at major entrances to the community. The Mixed Use Area permits commercial uses, institutional uses,



light industrial in enclosed buildings, office uses, and residential uses (subject to conditions noted in 3.9.3 below or as secondary uses in a commercial building.)

Section 3.9.3 prohibits department stores, supermarket or bulk food retail, and retail commercial except for one retail commercial use on a site, subject to a rezoning, and provided that the use is no more than 465m², does not constitute more than 10% of the total GFA of the development on the site, and cannot easily be located in the downtown (the “Main Central Area” designation).

Section 3.9.4.3 states that medium- and high-density residential uses are permitted as part of mixed-use development or in accordance with the Official Plan’s High Density Residential Area policies, subject to a zoning by-law amendment.

The industrial area west of the former Tannery lands are designated Employment Area. Section 3.10 sets out the policies of the Employment Area. A full range of employment and related uses are permitted.

Employment Areas are to be designed to accommodate a range of site sizes, appropriate infrastructure, and adequate buffering; to mitigate traffic impacts on residential areas; to provide buffering from industrial uses and abutting non-industrial uses; and to develop in a way that does not preclude future infill development (3.10.5.2). A comprehensive review is required to convert Employment Area lands to non-employment uses (3.10.5.4).

Lands along George Street (at the eastern boundary of the Tannery District) and Furnace and Ball Streets (at the west end of the Tannery District) are designated Residential Area.

Section 3.4 sets out policies for Residential Areas: this designation recognizes established residential areas and ensures that new uses are generally compatible with the existing character and density. Low- and medium- density (up to townhouses, low-rise apartments and stacked townhouses) is permitted. The maximum height for residential development in existing residential areas is three storeys (3.4.3.4).

In areas of historical architectural interest (e.g. George Street), regard shall be had to the General Design Policies in Section 5 of the Official Plan, especially 5.2.3 and 5.5 dealing with heritage.

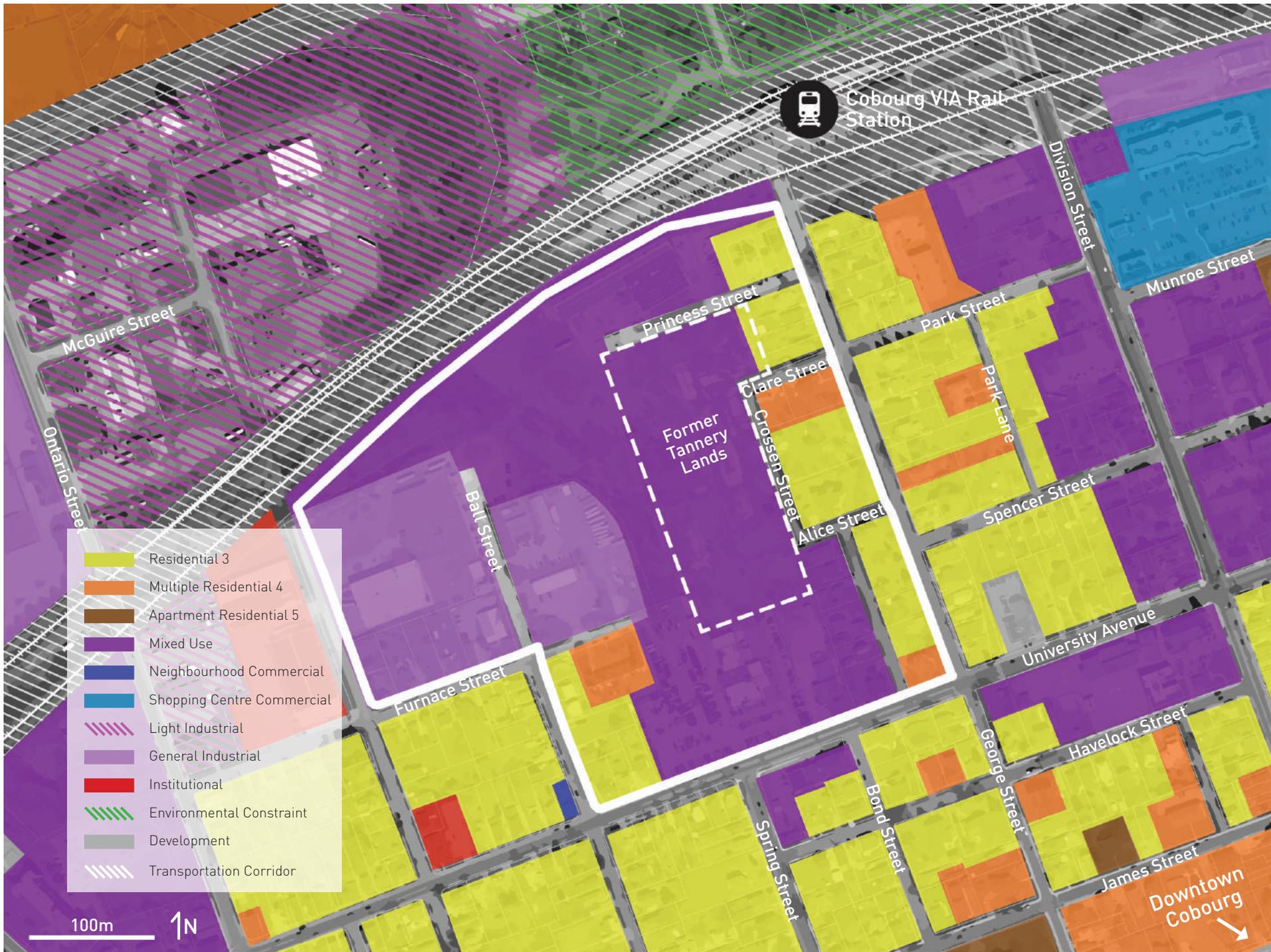
ZONING BY-LAW

The Tannery District and most lands west of Crossen Street and north of Furnace Street, extending north to the rail corridor, are zoned General Industrial (GM) – Section 17 of the Zoning By-law. The GM Zone regulations (s.17) permit general and light industrial uses, as well as a range of employment uses such as a call centre, service and repair use and an office, display, storage and yard facility for a utility, contractor or specialty trade.

The GM Zone also includes in Section 17.1.17 regulations for property abutting a railway mainline which provides requirements for setbacks, fencing and berms for a range of new uses including residential development. Section 17.1.18 establishes regulations which require a setback of a minimum of 30 metres from railway yards for new residential dwelling units and other new sensitive uses. A noise study is required for any new development/redevelopment within 500 metres of a mainline or rail yard. A vibration study is required within 75 metres of a mainline and 500 metres of a rail yard.

Two sites fronting on University Ave West are zoned District Commercial (DC) and described in Section 14 of the Zoning By-law. The DC Zone regulations (s.14) permit a wide range of commercial uses (e.g. convenience commercial, eating establishment, vehicle sales establishment) as well as office, light industrial and institutional uses. Similar regulations to those in the GM Zone are found with respect to setbacks from the rail mainline and rail yards.

The remaining lands in the Tannery District are zoned Residential 3 (R3) and Multiple Residential 4 (R4) as described in Sections 9 and 10 of the Zoning By-law. The R3 Zone (s.9) permits single, semi-detached and duplex dwellings. The R4 Zone (s.10) permits a range of multiple residential uses in addition to single detached and semi-detached dwellings. Similar regulations to those in the GM Zone are found with respect to setbacks from the rail mainline and rail yards.



2.2 HERITAGE

A key aspect of One Planet Living is the protection, enhancement and celebration of existing heritage assets. The Town of Cobourg recently completed a Heritage Master Plan (May 2016), to provide a management framework for built heritage resources, cultural heritage landscapes, archaeological sites, and development within heritage conservation districts throughout the Town. A portion of the Tannery District is located within the George Street Heritage Conservation District (George Street HCD).

The George Street HCD is a residential neighbourhood north of the downtown, and contains a range of mid- to late-19th century and early 20th century residential dwellings. Infill development has occurred in the George Street HCD over time, but much of the infill is complementary to the form and materials of historic properties and the heritage character of the District.

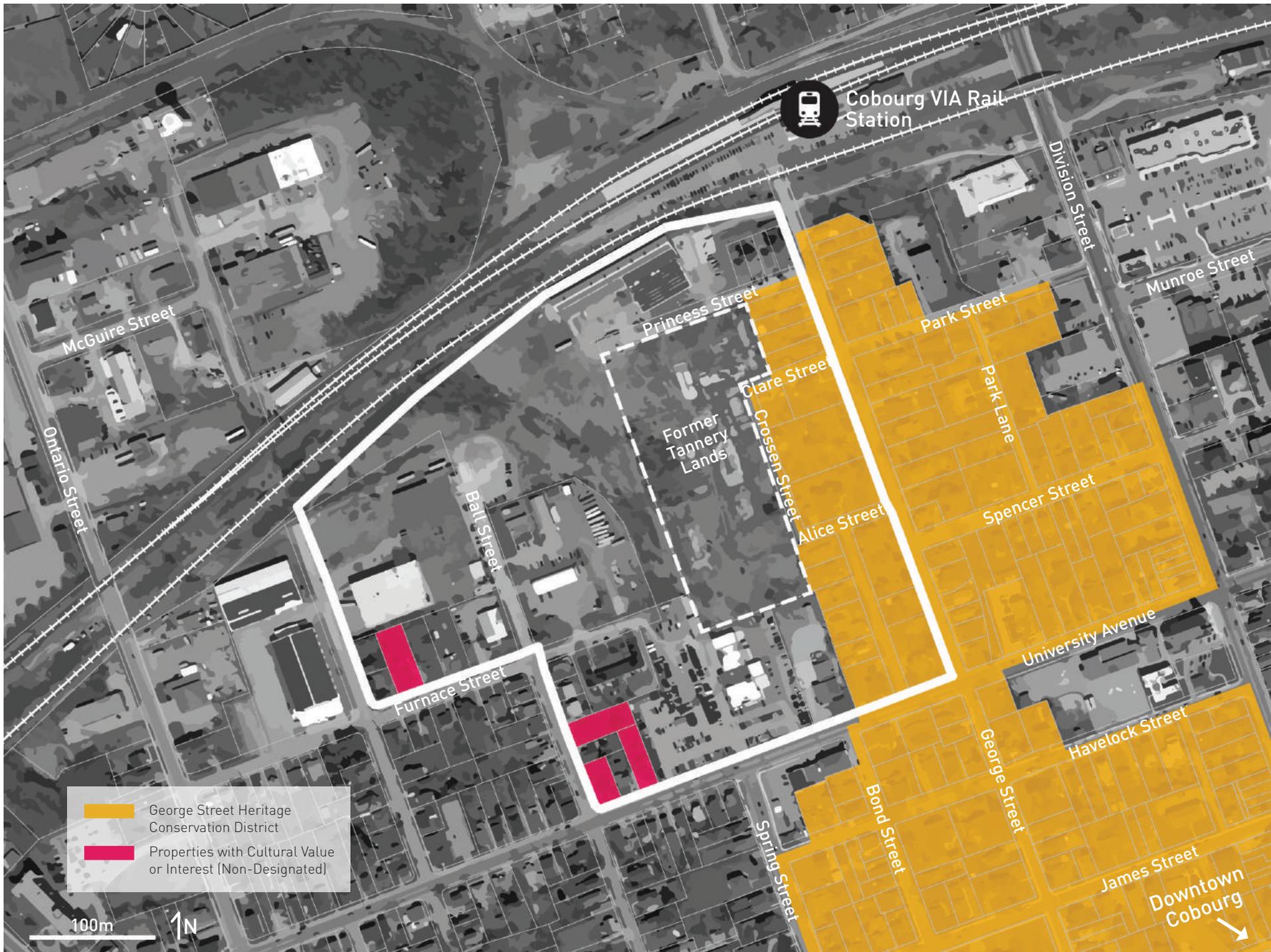
There may also be opportunity for infill development over time, on lands not adjacent to Heritage properties, due to demolition of existing buildings or other circumstances. New infill will be required to follow applicable Town of Cobourg policies and guidelines regarding site design and urban design and conform to the policies in the George Street HCD.

Outside of the George Street HCD, several properties within the Tannery District have been identified as having cultural interest. Redevelopment of these properties will necessitate the investigation of the cultural heritage value of these properties and development should respect their value.

The property at 443 Victoria Street is a designated heritage property and as a result, development on the adjacent lands within the Tannery District should demonstrate that the heritage attributes of the protected heritage property will be conserved.

Heritage attributes associated with the George Street HCD:

- / Residential character of the neighbourhood consisting of one- to two-and-a-half-storey dwellings;
- / Variety of historic architectural styles and influences, including Neoclassical, Regency, Classical Revival, Gothic Revival, Italianate, Queen Anne, Arts and Crafts, Edwardian Classicism, as well as 20th century revival styles (Georgian Colonial Revival, Tudor Revival, Dutch Colonial Revival). The District also includes many vernacular structures, and some mid-to late-20th century structures with influences of modernist style;
- / Repetition of gable and hip roof types, typically low- to moderately-pitched;
- / Predominant use of red brick cladding on properties;
- / Predominantly rectangular window shapes, with some segmental, round or lancet arches;
- / Predominant entrance configuration of single door (sometimes accompanied by sidelights and/or transom);
- / Typical patterns of two and three bay façades;
- / Orientation of houses and porches to the street;
- / Varied setbacks of building from the street;
- / Width of Spring Street, indicative of former function as both road and rail line; and
- / Views to the south along George Street, terminating at Victoria Hall.



2.3 NEIGHBOURHOOD CONTEXT

One Planet Living promotes walkable, transit-supportive communities. The Tannery District is well-located in close proximity to the downtown, and a range of businesses, community and institutional uses. A mix of open spaces, including the waterfront, beach and parks, as well as the Cobourg Conservation Area, accommodate a range of passive and active recreational uses. As the Tannery District evolves from a predominantly industrial character, the development of new buildings, streets and open spaces will integrate and provide synergies with the existing neighbourhood context.

COMMUNITY FACILITIES

Downtown Cobourg contains a mix of uses, including retail, office, arts and culture, civic, recreation, and community and institutional. The edges of the downtown are dominated by residential uses that knit together the historic core with the surrounding neighbourhoods, while the retail, institutional and commercial uses are clustered along King Street and Division Street.

A large retail cluster is located 500 metres to the east of the Tannery District on Division Street, adjacent to the Train Station. Facilities consist of Cobourg Midtown Mall (supermarket, pharmacy, gas station, beer/wine stores, pet supplies) and several restaurants.

Directly to the west of the Tannery District is the Cobourg Memorial Arena which provides a public skating rink in the winter months and the West Northumberland Curling Club. At the southeastern corner of the site is St. Michael Catholic Elementary School.

OPEN SPACE

There is a lack of open space in close proximity to the Tannery District. Sinclair Park, Cobourg Dog Park and the Cobourg Conservation Area are the closest at approximately 900 metres west/northwest. Located 1km east/southeast, below the Downtown core, are the Cobourg Marina, Victoria Park and Cobourg Beach.

Lands directly north of the site are designated as an Environmental Constraint Area on Schedule A of the Official Plan. These areas include

lands which have inherent environmental hazards, are environmentally sensitive or which have a role in protecting the natural environment. Development is generally not permitted in these areas, outside of recreational uses which have a minimal impact on the natural environmental features and ecological functions of the area.

EXISTING LAND USE AND BUILT FORM

The Tannery District currently comprises a mix of uses, including industrial, commercial, and low-density residential. Low-density detached residential along the eastern perimeter of the site is considered to be of heritage value and is included in the George Street (HCD).

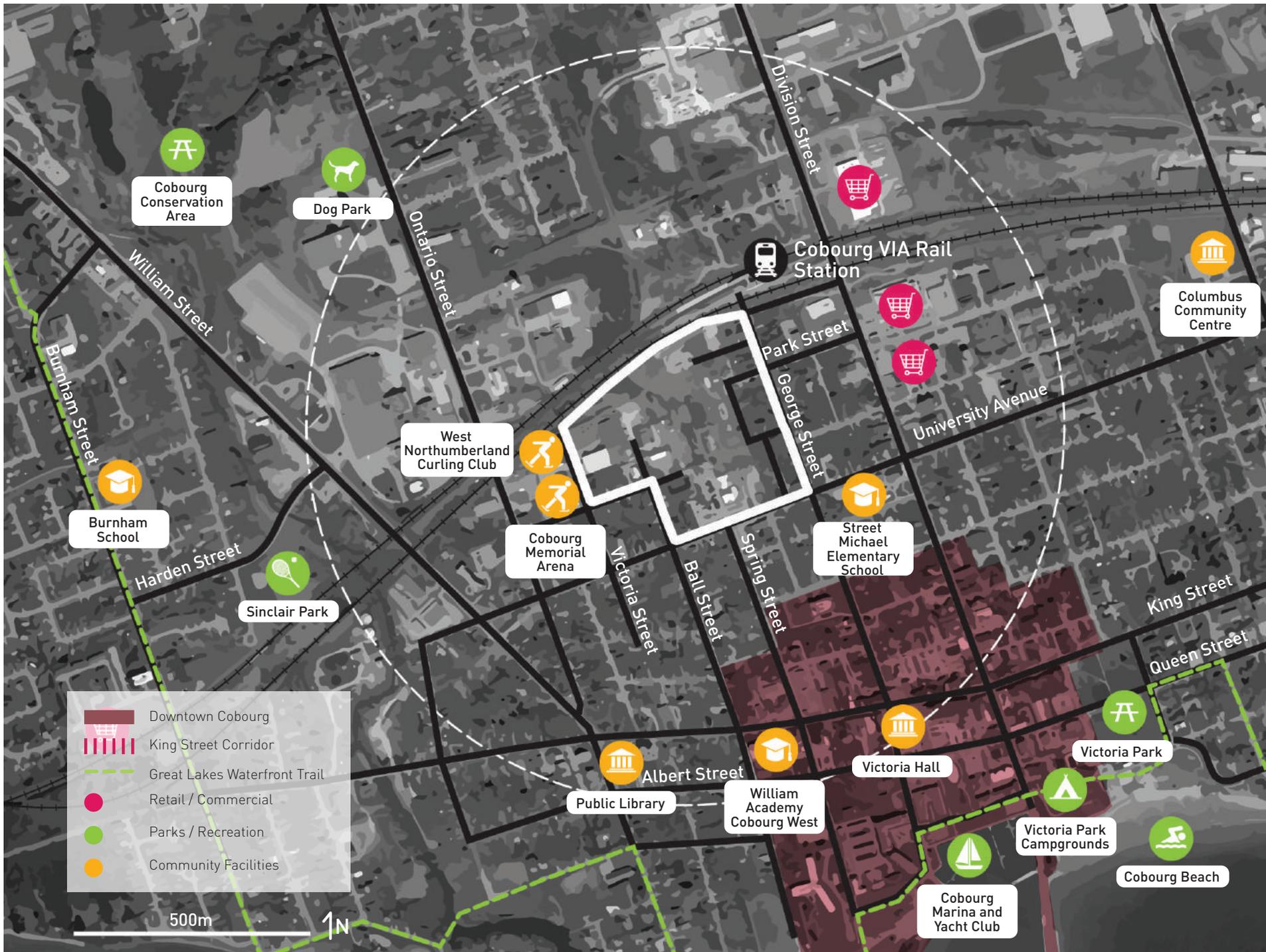
Residential lots that are within the Tannery District, but outside the George Street HCD are generally low-scale, detached small lot housing along Furnace and Ball Streets. One medium-density, 2-storey apartment block is located at the eastern end of Furnace Street.

The recently renovated auto dealership consists of a 2-storey, predominantly glass display room with associated vehicle parking. The building is set back significantly from University Avenue. A single-storey brick commercial property sits between the dealership and residential uses within the George Street HCD.

The remainder of the site is predominantly industrial, in a variety of forms, but at a low density. The 'Former Tannery Lands' in the centre of the site has been cleared of structures, with only broken concrete foundations remaining.

The Princess Street industrial lot consists of a large 2-storey warehouse structure with adjoining office. Heavy vehicles load from this location.

Industrial buildings at the northern end of Ball Street are primarily used as a storage and transfer facility, with several loading docks for heavy vehicles and parking for cars. A 2-storey brick commercial office is adjoining. The remainder of Ball Street houses more "temporary" structures for industrial uses and longer-term heavy vehicle parking.







1 Industrial Building on Princess Street



2 Commercial on Ball Street



3 Heritage Residential on Alice Street (Part of George Street HCD)



4 Commercial on University Avenue



5 Industrial Buildings with loading onto Ball Street



6 Temporary-style warehouse on Ball Street



7 Medium Density Residential along Furnace Street



8 Residential on Furnace Street

2.4 VEHICLE CIRCULATION AND PARKING

Active, transit-supportive communities, as promoted by One Planet Living, require a network of complete streets. Currently, vehicle access to, and through, the Tannery District is limited. A number of streets, including Princess Street, Clare Street, Alice Street, Roe Street, Spring Street and Ball Street provide direct access into the Tannery District site, however, these streets are discontinuous and generally used for access to private homes and/or businesses.

Immediately surrounding the Tannery District, these streets form an integral part of the Town's street network, reinforcing a strong grid with nearby Arterial Roads, including University Avenue and Division Street. A rail corridor to the north of the site limits connectivity to the north, with only Ontario Street and Division Street providing continuous vehicle connections.

University Avenue is a two-lane Arterial Road. As the neighbourhood evolves, University Avenue will become a key frontage for the Tannery District, and the predominant east-west thoroughfare for future residents and visitors. Outside of the Tannery District (west of Ball Street and east of Division Street), University Avenue has sharrows and a bicycle lane on the southern side of the road, providing further connections to lanes on King Street and to the Waterfront Trail.

George Street, part of the George Street HCD, is a two-lane road with sidewalks on both sides. The street is typically well landscaped, with a mix of street trees and private landscaping. George Street continuous north-south through the entire Tannery District, providing direct access between the VIA Rail Station and King Street.

Furnace Street is a two-lane street with sidewalks on the southern side in front of all residential properties. The street is typically well landscaped through private landscaping, and large front-yard trees.

Ball Street, south of Furnace Street, is a two-lane residential street. There are sidewalks on the west side of the street. North of Furnace Street, Ball Street has no sidewalks.

Victoria Street is a two-lane Local Road. There are currently no sidewalks on the street.

Princess Street, Roe / Crossen / Alice Streets, and Roe Street are all narrow roads that provide access to residential uses. With the exception of a small section of Alice Street, there are no sidewalks on these streets. Though narrow, the streets are generally well-landscaped through generous private trees and landscaping.

PARKING

Parking within, and in close proximity to, the Tannery District is limited to private parking lots related to local commercial and industrial uses, as well as a large lot at the Via Rail Station dedicated to rail passengers. The majority of public parking in the Town is concentrated in the downtown within a 10-minute walk from the Tannery District.

The Cobourg Downtown Parking Study (2014) concluded that existing parking facilities were sufficient to accommodate peak parking demands in the downtown. When considering potential future intensification, it was determined that the Town should generally aim to maintain the existing equilibrium and ensure that any large loss of parking through redevelopment is replaced through expansion of existing facilities or the acquisition of new facilities.

As the Tannery District redevelops, an holistic approach to parking will be required that considers the Tannery District within the broader town, while balancing the sustainability objectives of the site.





University Avenue



George Street



Furnace Street



Ball Street



Victoria Street



Princess Street

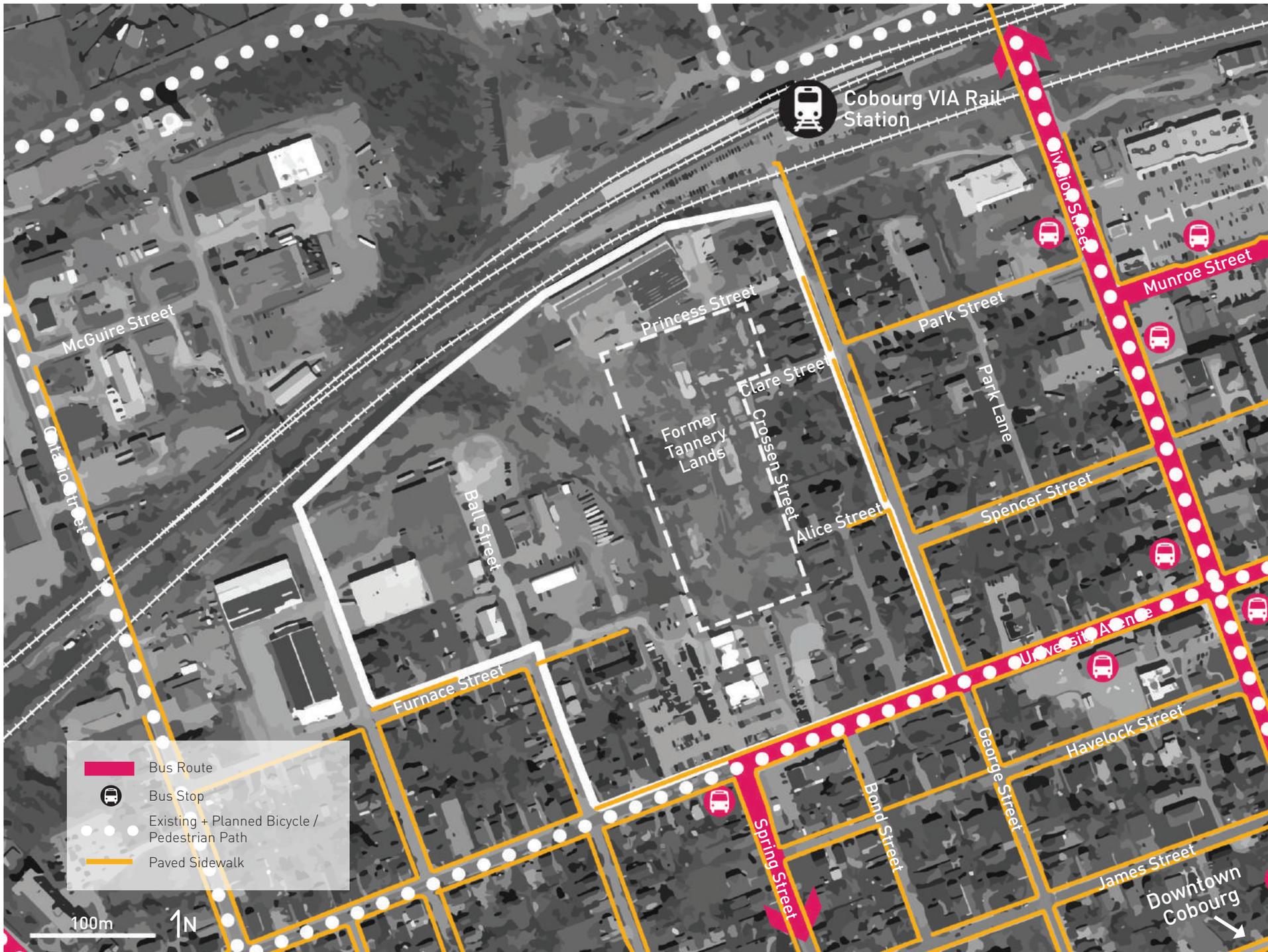
2.5 PEDESTRIANS AND ACTIVE TRANSPORTATION

To further encourage alternative modes of transportation (i.e. walking and cycling), One Planet Living promotes complete streets for all users, and the development of highly-permeable blocks that support a linked network of parks and public spaces. Currently, pedestrian access to, and through, the Tannery District is limited. At the edges, along University Avenue, George Street and many of the internal streets, sidewalks provide safe pedestrian circulation. However, access into the former Tannery Lands, and much of the study area, is restricted through chain link fencing. Some informal pathways exist, but are not appropriate for safe pedestrian circulation.

Beyond the study area, University Avenue, Ball Street, Spring Street and George Street provide continuous sidewalks on both sides of the street and facilitate direct connections to the downtown and waterfront, as well as nearby amenities.

Due to the rail corridor, pedestrian connections to the north are limited to George Street and Ontario Street. Cycle routes are designated along the major thoroughfares around the site; University Avenue, Division Street and Ontario Street. Division and Ontario Streets also provide a connection to the Great Lakes Waterfront Trail. The Great Lakes Waterfront Trail follows the shores of Lake Huron, Lake St. Clair and Lake Erie, Lake Ontario and the St. Lawrence River, connecting communities from Grand Bend to the Quebec border.

Cobourg Transit provides two bus routes that service the town. There is a bus stop located directly opposite the site at the corner of University Avenue and Spring Street which feeds into the Downtown core. Both routes operate along Division Street to connect passengers to and from the VIA Rail Station.

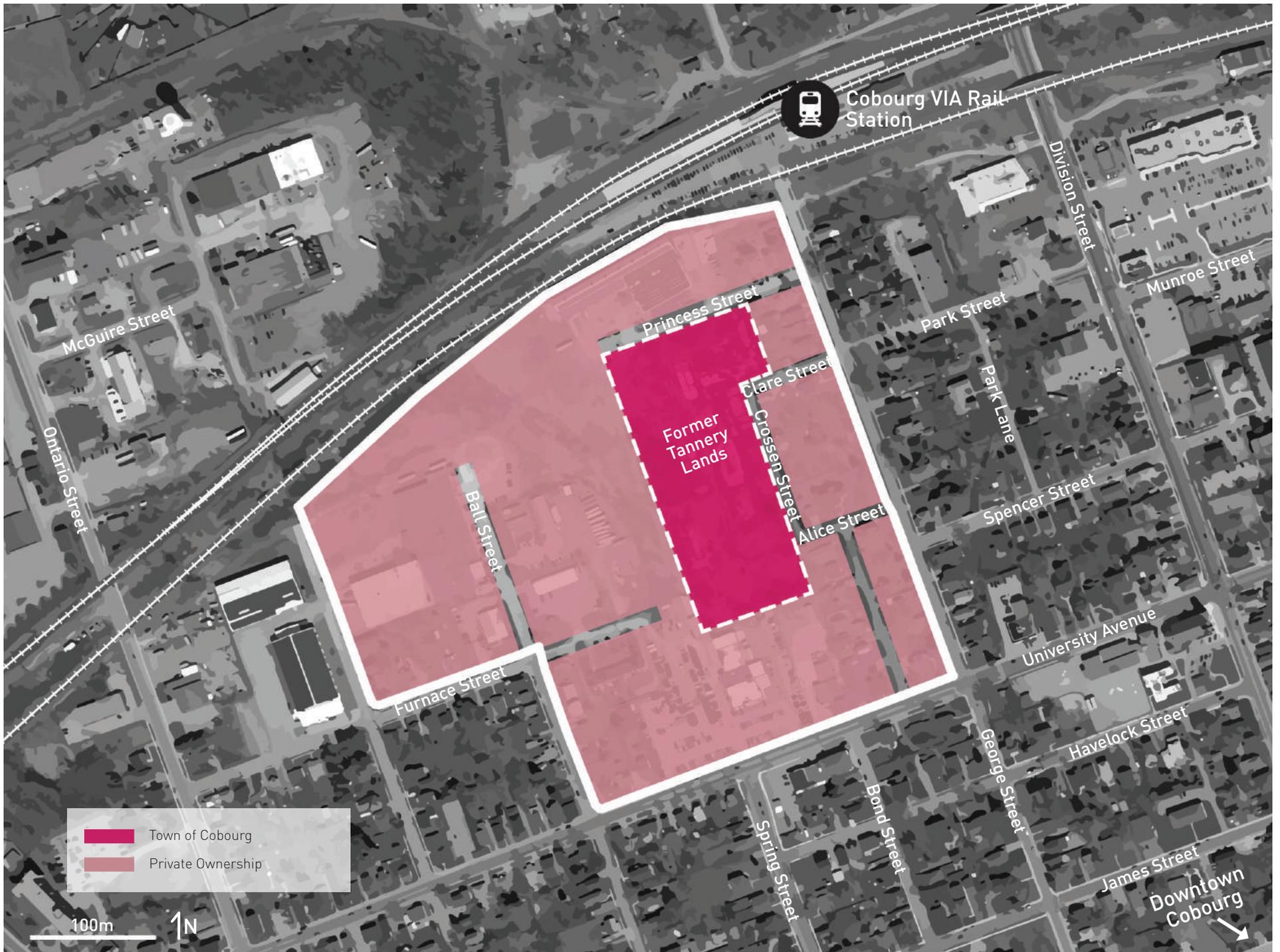


-  Bus Route
-  Bus Stop
-  Existing + Planned Bicycle / Pedestrian Path
-  Paved Sidewalk

100m 

2.6 PROPERTY OWNERSHIP

One Planet Living, and the evolution of an innovative and sustainable community, requires close collaboration and a proactive relationship between the municipality and local landowners. The majority of the parcels in the Tannery District are privately owned. The “Former Tannery Lands” were acquired by the Town in 2010 and provide a unique opportunity for the Town of Cobourg to ‘lead by example’ and to have a high level of control over early development in the Tannery District.



2.7 SERVICING AND INFRASTRUCTURE

Integrating the elements of One Planet Living, including new approaches to stormwater management and mobility, requires a careful understanding of the existing infrastructure. C.F. Crozier & Associates prepared a Functional Servicing and Transportation report to analyze the existing conditions within the Tannery District. Further analysis will be required to support and guide the recommendations of the Master Plan. A full copy of this report can be found in the Appendix.

Conclusions and recommendations from the report are as follows:

- / Tannery District re-development population was estimated at 700 people and jobs, reflecting intensification initiatives.
- / Municipal sanitary treatment system has a reserve capacity of 2,862m³ / day (4,424 people) and can adequately service the future development of the Tannery District.
- / Existing internal sanitary sewers in the Tannery District will require analysis to determine capacity and condition. Specifically, further analysis will be needed to assess the quality of internal sewers and the up-stream flows contributing to trunk sewers.
- / Municipal water distribution system is currently servicing the Town, and operating at 42-45% capacity, as advised by Lakefront Utilities Inc.
- / Water services internal to the Tannery District are adequately sized to convey future water demands. Further analysis will be required to calculate individual fire flow rates.
- / Existing storm sewers are available to the Tannery District lands. The system will require analysis to determine capacity and condition. Post-development flows will likely increase as a result of development. Lot level controls may be required to convey peak run-off from the site.
- / Full SWM facilities will likely be required to meet quality, quantity and erosion control criteria to comply with MOECC requirements. Such facilities as SWM ponds, oil-grit separators and hybrid/ vegetated filtration techniques will need to be correctly implemented to meet design criteria.
- / Preliminary investigations suggest that soil types within the Tannery District may be suitable to provide infiltration for the implementation of low impact development (LID) techniques. Such techniques will aid in promoting sustainable development of the Tannery District. Further testing where LID's are proposed will be required.
- / An active transport network surrounding the Tannery District provides adequate connectivity to downtown Cobourg. Future development on the subject lands should provide connectivity with the existing active transportation network; however, as some roadways do not provide pedestrian facilities, optimum routes should be further explored.
- / The Town provides transit services along key arterials and collectors, providing connectivity to downtown Cobourg. Opportunities for improvements in headway and service routes exist, but should be further explored in consideration of specific transit objectives. Future development should ensure adequate pedestrian connectivity to the existing VIA Rail station.
- / In achieving a multi-modal transportation network, future Rights-of-way on the subject lands should accommodate transit vehicles, cyclists and pedestrians in a "complete streets approach"; with adequate transportation facilities to and from transit stops.
- / The Tannery District provides opportunities to achieve the Town's sustainability objectives. Opportunities exist via Transportation Demand Management (TDM) strategies, parking strategies, site design and provision of electric vehicle charging stations, but should be further explored to identify constraints for implementation and integration with the existing road network.

2.8 MARKET OVERVIEW

One Planet Living promotes the use of innovative and flexible approaches to provide housing and employment opportunities for all residents in a form that respects the context of the site. Furthermore, as housing prices continue to rise across the GTHA, recent trends suggest that this is driving significant growth in nearby smaller communities, particularly those within commuting distance of the GTHA, and/or with unique qualities, such as waterfronts, heritage downtowns, etc. This includes first time home buyers, but also those closer to retirement who are looking to take advantage of the strong market by selling their properties and relocating to communities such as Pickering, Ajax, Shelburne, Orangeville, King Township, Stouffville, and potentially, Cobourg. As this growth occurs, however, much of it is being accommodated outside the core of these communities, resulting in significant sprawl, auto-dependency, and an increased carbon footprint. With recent changes to the Growth Plan taking effect, sites like the Tannery District represent a significant opportunity to capitalize on the above-mentioned trends, concentrating new growth in a sustainable manner that is within walking distance of the downtown core and direct rail access to Toronto. An analysis of the current and future market conditions and growth was undertaken by Altus Group (August, 2017). Key findings included:

- / Cobourg accounted for almost 23% of Northumberland County's population in 2016.
- / Apartment and townhouses combined accounted for almost 40% of the household growth in Cobourg during 2011-2016, and forecasts suggests this trend will continue with a significant share within the Downtown.
- / A significant driver of new residential growth in Cobourg is focused on seniors.
- / There is sufficient developable land in Cobourg to accommodate the forecasted growth over the next twenty years.
- / Cobourg has an active development community with several residential projects underway, and several others in various stages of application.

- / The Tannery District site is an attractive location for new housing, but will face competition from other housing projects. Marketability of the site can be enhanced through affordable housing initiatives, innovative open spaces, retirement facilities, etc.
- / Employment is growing in the Town of Cobourg, with manufacturing, trade, health care, accommodation, and food services comprising 60% of the jobs.
- / Total employment is projected to increase by 3,100 by 2041.
- / While manufacturing is dropping across Northumberland County, the impacts in Cobourg have been less due to the strength of the food manufacturing industry, and a renewed investment in manufacturing within the Town's economic development Strategy.
- / Tourism has also been identified as a focus area for ongoing investment and economic development.
- / The Town is actively working on the vitalization of the Downtown, increasing both the number of businesses, as well as the number of consumers, through the enhancement and redevelopment of existing sites into mixed-use developments. Any employment related uses in the Tannery District should look to complement, rather than compete with, these uses.
- / The viability of minor service commercial uses is positive with the development of new residential uses.

In addition, Altus Group considered the value of Employment Land Conversion at the site, and concluded that:

- / The lands are not required for employment purposes.
- / There is a need for conversion.
- / The conversion will not affect the municipality's ability to meet its employment projections.

For the full market analysis, please refer to the Appendix.

3.0 Consultation Overview

The Sustainable Neighbourhood Master Plan is rooted in close collaboration with the Town of Cobourg, the Steering Committee, stakeholders and local residents. A series of workshops, including an initial Sustainability Workshop and Public Open House, a Land Use Concepts Workshop, and a Final Open House, ensured the Master Plan was developed incrementally, and reflects the vision and aspirations of those who will live, work and play in the Tannery District.

Public consultation for the Master Plan consisted of three workshops. Members of the public were invited to participate in the workshops, and help to identify strategies to transform the Tannery District into a mixed-use sustainable community.

An initial Sustainability Workshop was held on June 22, 2017, and was a creative and interactive, half-day session that identified ideas to inform the future redevelopment of the Tannery District. It presented an opportunity for members of the public to brainstorm ideas on sustainability, and envision a future ideal community grounded in the principles of sustainability.

To guide the discussion, workshop facilitators used a series of activities based on the principles of One Planet Living.

Approximately 30 participants attended the workshop, including local residents, business owners, community groups (Cobourg Ecology Garden, Downtown Coalition, Tannery District Citizens Group, Sustainable Cobourg, etc.), Lakefront Utilities, the Planning & Sustainability Advisory Committee, and Staff from the Town of Cobourg.

Key directions emerging from this workshop include:

- / The economic and leisure value of the nearby VIA Rail station
- / Housing and employment options that are inclusive and support a varied population in the Tannery District
- / Opportunities for partnerships with local groups such as a bike co-op
- / The importance of the protection of natural areas
- / Incorporating parks, linkages, and open spaces
- / Street designs that allow for a range of transportation modes
- / Insuring spaces that are accessible for all
- / Opportunities for water recycling, local food production and sales
- / Generating energy on site

Following the Sustainability Workshop, the Town and Consultant Team hosted a public open house to gather wider input and commentary from the community. The open house included a discussion to collect ideas and build on the material developed in the workshop.

On March 28, 2018, residents and stakeholders were invited to attend a second public open house at the Columbus Community Centre at 232 Spencer Street East. Approximately 50 people attended the meeting, including local residents, stakeholders, members of the Consultant Team, Town Staff, and Steering Committee members. At the open house, the Consultant Team presented an overview of the Draft Land Use Scenarios and sustainability strategies and facilitated a question-and-answer period. Following the presentation, participants worked in a group-based setting to complete a series of workshop exercises.

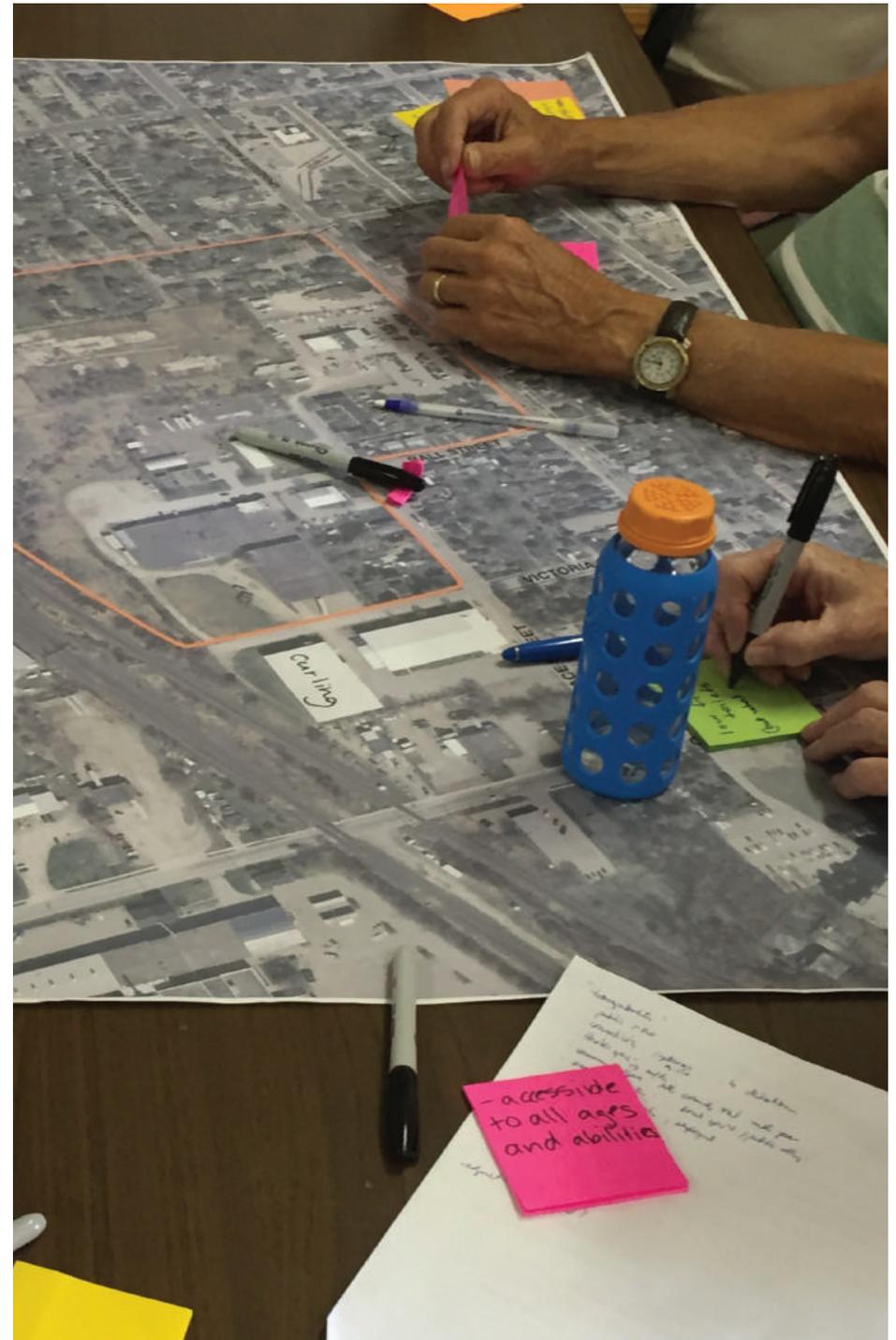
Activity 1 invited participants to refine the draft Vision Statement for the Tannery District. Participants generally agreed with the draft Vision Statement, but requested that additional focus be placed on the One Planet Living principles, options for housing and places of work, the anticipated impacts on the surrounding neighbourhoods, walkability, and the role of the neighbourhood within the larger Cobourg community.

Activity 2 introduced five Draft Land Use Scenarios, and participants were asked to review and discuss elements of each Scenario. Participants gave the highest rating to Option 3, named “The Green Spur.” Stakeholders appreciated the amount of parkland proposed, and the unique heritage-inspired design of the Central Park space. The minimal number of internal roads was perceived to be safer and pedestrian-oriented, and the linear park was thought to be an inviting feature for nearby residents. The design had the added advantage of more streamlined phasing and implementation. In contrast, concerns were raised about the number of streets, the potential for traffic absorption, and whether commercial uses were viable in the area.

In Activity 3, participants were asked to review a proposed set of strategies intended to implement the One Planet Living principles. Residents and stakeholders assigned the highest value to the Health and Happiness, Zero Carbon Energy, and Sustainable Water principles. More specifically, participants wanted to see the greatest investment in public transit, alternative energies, water management, active living, and community gardens.

Additional comments were received from workshop participants outside of the three formal Activities. These additional comments centre primarily on transportation, traffic, and the road network, as well as re-emphasizing opportunities for increased density in appropriate locations, preservation of green space, and alternative energy.

Comments, designs, and strategies were gathered from both workshops, analyzed, and used to inform The Sustainable Neighbourhood Master Plan. Full summaries of the workshops can be found in the Appendix.



4.0 The Master Plan

The Tannery District Sustainable Neighbourhood Master Plan illustrates the long-term vision for the Tannery District, supported by a series of Priority Directions that reinforce the 10 Principles of One Planet Living, and provides the foundation for the Tannery District Secondary Plan. The Plan promotes a mix of land uses, including residential, employment, retail and community uses, as well as a connected network of streets, parks and open spaces. Transit-supportive densities are carefully distributed, and built form considered, to minimize impacts on adjacent stable residential areas.

The Town of
Cobourg has
diverted

,038lbs

garbage away
from a landfill
through sustainable
practices in the
Downtown District.



FRESH.
LOCAL.
ORGANIC.
SUSTAINABLE.





4.1 VISION

Grounded in the ten One Planet Living Principles for measuring ecological and carbon footprint, the Tannery District promotes a healthy and vibrant sense of community, and a diverse mix of people, places, cultures and experiences. The Tannery District is an innovative, sustainable neighbourhood that celebrates its rich history as an industrial destination in the Town of Cobourg, while looking forward to the future. New development will integrate seamlessly into its surroundings, complementing and enhancing the area and the broader town while mitigating impacts on the community. A range of housing types (ground-oriented apartments, live-work units, and secondary units) and tenures (market-rate, affordable, rent-to-own, co-ops, and shared-ownership) ensure a diverse population can age-in-place and establish roots in the community. Compact blocks, a well-connected network of streets and trails, and convenient access to the train station encourage active living and promote alternative modes of transportation in all seasons and for all ages and abilities. Engaging and attractive parks and public spaces support both casual gathering and active recreation, within an extensive natural setting that prioritizes and celebrates ecological functionality and sustainability. All of these elements are founded on a strong local economy where neighbourhood entrepreneurs, artists, and other specialists complement the Downtown businesses, supporting a Town-wide culture of locally-sourced goods and services.

4.2 PRIORITY DIRECTIONS

The following directions, informed by the 10 Principles of One Planet Living and further formulated through the Master Planning Process, identify design and programming priorities to ensure future development in the Tannery District implements the vision and achieves the principles of One Planet Living. These directions are ingrained in the Master Plan through the One Planet Living Frameworks in Section 5.0.

HEALTH AND HAPPINESS

Encourage active, sociable, meaningful lives in all aspects of community design to promote good health and wellbeing for people of all ages and abilities

EQUITY AND LOCAL ECONOMY

Create safe, equitable places for people of all ages and incomes to live and work which support diversity, local prosperity and international fair trade

CULTURE AND COMMUNITY

Nurture local identity and heritage, inspire and empower the community and promote a culture of knowledge sharing and sustainable living

LAND AND NATURE

Protect, restore and integrate land and local ecological systems throughout the community for the benefit of people and wildlife

SUSTAINABLE WATER

Use water efficiently, protect local water sources and implement sustainable technologies in the public and private realm to reduce flooding and drought

LOCAL AND SUSTAINABLE FOOD

Promote on-site food production and support sustainable humane farming and healthy diets of local, seasonal organic food and vegetable protein

MATERIALS AND PRODUCTS

Use recycled materials and durable materials from local and sustainable sources and promote products which help people reduce consumption

TRAVEL AND TRANSPORT

Reduce the need to travel, and encourage walking, cycling and lower carbon transportation options including transit and car and bike-share programs

ZERO WASTE

Prioritize waste as a resource and reduce consumption, reuse and recycle to achieve zero waste and zero pollution

ZERO CARBON

Design, locate and manufacture buildings and open spaces to be energy efficient and supply energy on site, and/or through partnerships with sustainable energy providers



Aerial view of downtown Cobourg

4.3 DEMONSTRATION PLAN

The Demonstration Plan illustrates the intent for development in the Tannery District, and represents one possible development scenario that achieves the vision and supports the principles of One Planet Living. The Demonstration Plan aims to show how the principles translate “on the ground”, including buildings, parking spaces, pedestrian infrastructure, parks programming, and landscaping.

The buildings shown in the Demonstration Plan are street-oriented and wrap property corners, defining the street edges and demarcating the pedestrian realm. Buildings generally extend along the entirety of the block, creating a continuous street frontage and avoiding underutilized areas. Siting buildings along the perimeter of each block creates opportunities for courtyards in the interior of the block (either at grade or on decked parking), which can function as private or semi-private open spaces. The heights, as illustrated, maximize density along Spring Street and in close proximity to the Via Rail station, while reflecting the adjacent context. These heights are subject to the ability of a project to achieve all other targets identified in Section 5.0.

The Demonstration Plan illustrates a continuous network of parks and open spaces designed to enhance permeability through multiple access and exit points, while creating visual interest. Parks are generally landscaped around the perimeter of each block, defining the park edge and creating opportunities for amenity along adjacent streets.

Parking spaces are illustrated in strategic locations throughout the Tannery District. Spring Street contains parallel parking spaces along both sides of the street, providing parking opportunities for residents and visitors along this central retail corridor. Surface parking is illustrated adjacent to medium-density residential buildings, while higher-density and mixed-use buildings require internal parking to be incorporated into individual building designs.



Number of Storeys

4.4 LAND USE PLAN

The Land Use Plan simplifies the demonstration plan and illustrates the major land uses and densities in the Tannery District, as well as the location of streets, parks, and new buildings.

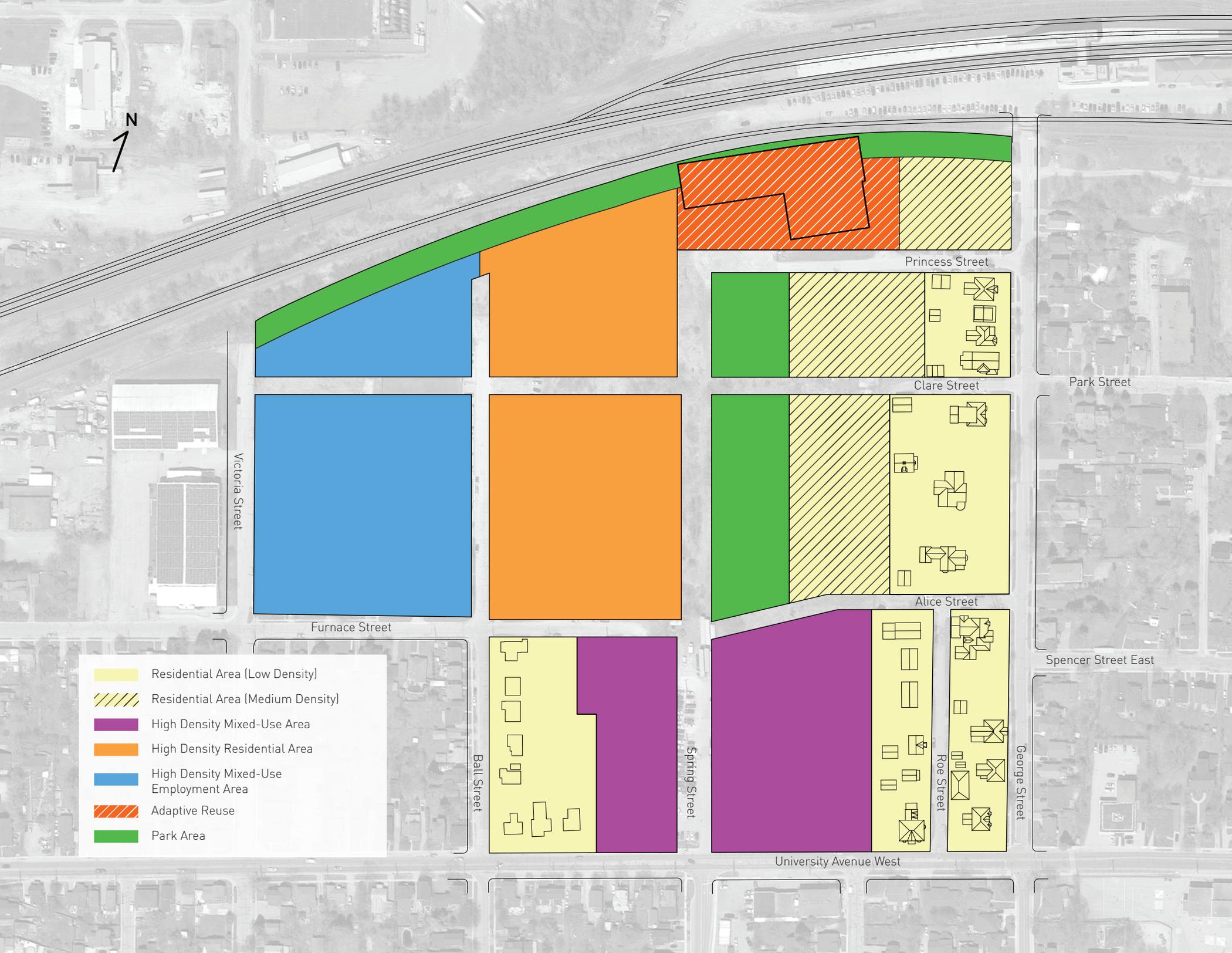
Responding to the Priority Directions, the Land Use Plan identifies a variety of land uses, colour-coded to inform the development of secondary plan policies. Some designations are envisioned for single land uses, while others are designed to accommodate a mix of uses.

A northern extension of Spring Street functions as the main street through the Tannery District, terminating at Princess Street to the north. Clare Street, Alice Street, and Furnace Street are similarly extended to complete the surrounding street grid.

A connected system of Park Areas forms the centrepiece of the Land Use Plan, including a 6-10 metre public linear park spanning the entire northern edge of the Tannery District (subject to rail corridor barrier/berming requirements) and along the east side of Spring Street. Lands adjacent to the parks are identified for residential uses at a range of densities.

The south and west portions of the District lands are identified as High Density Mixed Use Area and High Density Mixed Use Employment Area. These designations permit a range of residential, commercial, and employment uses to foster the creation of a complete community and ensure that area residents can live and work in the Tannery District.

Internally, along Spring Street, High Density Residential Area uses will support a critical mass of people, with opportunities for live/work, office or studio spaces fronting onto Ball Street. Properties along the eastern edge of the Tannery District will be developed with Residential Area (Medium Density) uses, respecting the existing character of the George Street HCD. Similarly, properties on Ball Street, south of Furnace Street, will remain Residential Area (Low Density) with the ability to permit conversion of the existing dwellings to office uses. Should these properties consolidate in the future, their redevelopment will reflect the High Density Mixed-Use Area to the east.



- Residential Area (Low Density)
- Residential Area (Medium Density)
- High Density Mixed-Use Area
- High Density Residential Area
- High Density Mixed-Use Employment Area
- Adaptive Reuse
- Park Area

Victoria Street

Furnace Street

Ball Street

Spring Street

University Avenue West

Princess Street

Clare Street

Alice Street

Roe Street

George Street

Park Street

Spencer Street East

5.0 One Planet Living Framework

The frameworks that underpin the Tannery District Sustainable Neighbourhood Master Plan support and promote the principles of One Planet Living, including the location, design and programming of buildings, streets, parks and open spaces. While the following section presents each principle individually, it is the intention of the Master Plan to advance the principles collectively to ensure that all elements of the Tannery District, including those who will eventually live, work and play there, work together to create a neighbourhood that: promotes health, happiness and equality; supports the local economy; reflects local culture and community; enhances natural and ecological systems; minimizes water use; grows and supports local food; encourages active transportation; reduces and eliminates construction and daily waste; and, achieves a net-zero carbon footprint.

5.1 HEALTH AND HAPPINESS

Health and Happiness highlights the importance of encouraging active, social, meaningful lives to promote good health and well-being. Sustainable communities make it easy for all residents, workers or guests to keep healthy and active at all ages. They are places where residents feel part of a safe, inclusive, neighbourly and supportive community. Key determinants of health and happiness include diet, exercise, interpersonal relationships, meaningful work and involvement in community and civic life. They also include a safe environment, interaction with nature, greater equity, opportunities for spiritual and artistic practice, and shared values.



+/- 116m²

Provide live/work units with a range of sizes



30%

of the Tannery District will be open space



100%

of plantings will be native species



40%

of the site will be treed to enhance the urban tree canopy

Provide community facilities to support and encourage social events **1**

Incorporate elements of nature to promote mental, physical, and social health **2**

Provide open spaces for active and passive recreation **3**

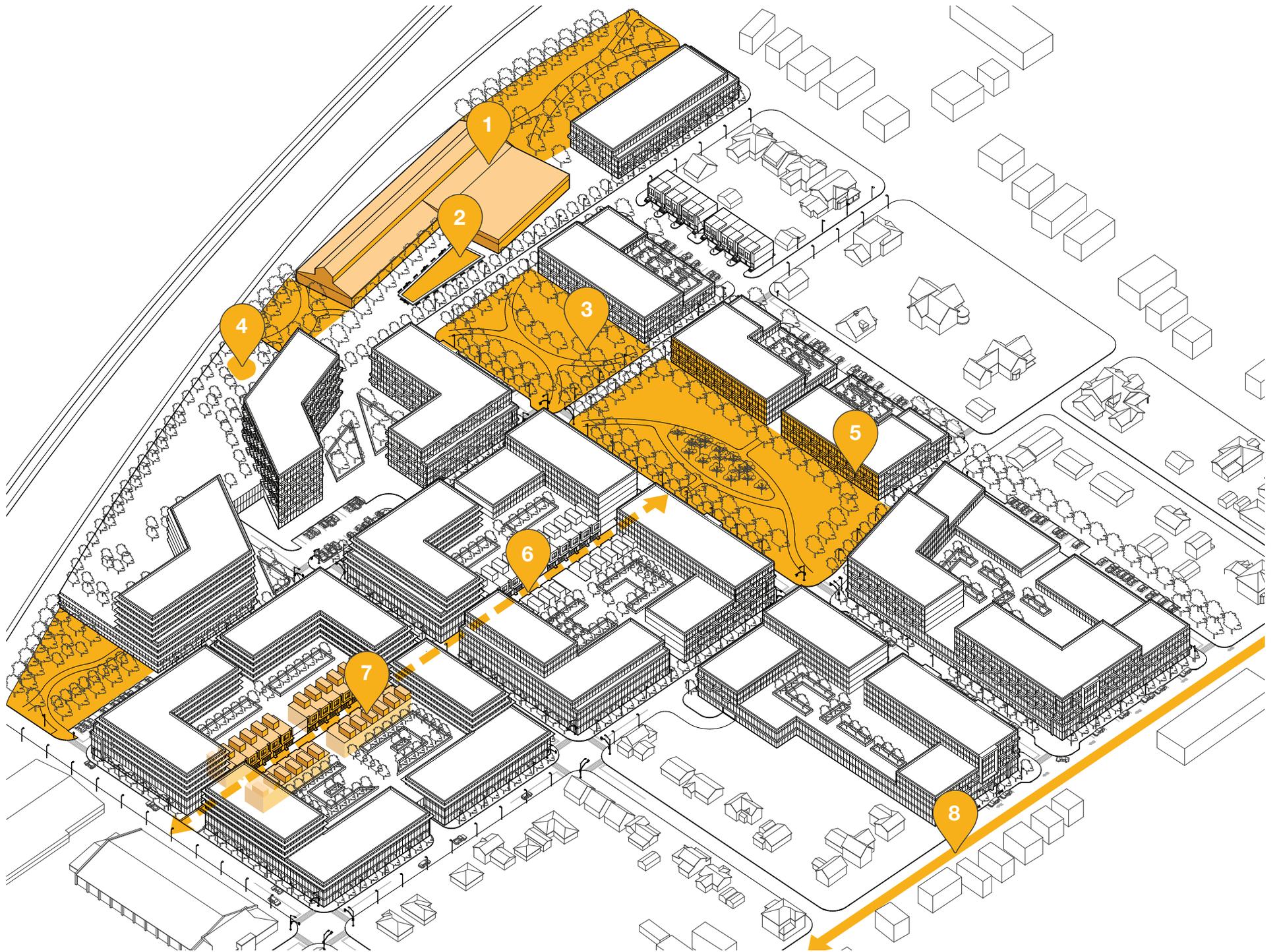
Integrate educational elements to inform and celebrate sustainability **4**

Locate buildings to frame streets and open space to enhance comfort and safety **5**

Prioritize pedestrian safety through the provision of complete streets **6**

Provide live/work opportunities to support a local creative economy **7**

Promote safe cycling to support active transportation **8**



1. Provide community facilities to support and encourage social events. The adaptive re-use of the industrial building on Princess Street, and the provision of hardscaped surfaces in the Central Park and Rail Corridor Park will support both informal and programmed events. Such activities bring people together, strengthen community networks and foster trust and support between neighbours.

2. Integrate elements of nature to promote mental, physical, and social health. Trees and native landscaping is provided along all streets, and in all open spaces covering at least 40% of the site, and water is visibly integrated through bioswales, rain gardens, cisterns, and functional water features in the plazas along Princess and Clare Street. These elements reduce the heat island effect, clean and freshen the air, attract small wildlife (i.e. birds and butterflies), allow respite from the elements and provide a visible presence that improves overall wellbeing, particularly for children. All elements of nature will be of native species to ensure their ability to thrive in the Tannery District.

3. Integrate educational elements to inform and celebrate sustainability. Colourful and engaging informational signage highlights sustainable systems and features, provides real-time updates on community-wide sustainability targets (i.e. carbon use), and facilitates self-guided tours (via phone applications and/or paper maps) of the Tannery District. This will increase public pride and support of Town initiatives, create momentum for future sustainable development, and increase opportunities for local involvement and stewardship.

4. Provide open spaces for active and passive recreation. A range of open spaces, including the Central Park, the Rail Corridor Park and smaller parkettes and plazas, allow people of all ages and abilities to relax and enjoy nature, organize and participate in sports, games, and exercise. These activities benefit the physical and mental health of individuals and increase the happiness of community members. A total of 30% of the Tannery District will be dedicated to open space.

5. Locate buildings to frame streets and open spaces to enhance comfort and safety. Buildings will be designed and located with their primary façade, and active at-grade uses, addressing adjacent streets and open spaces. This creates a more pedestrian-friendly environment, supports spontaneous social encounters, and improves safety through casual surveillance. Safe and active communities benefit the health and happiness of all community members.

6. Prioritize pedestrian safety through the provision of complete streets. Wide, tree-lined boulevards, narrow streets with bump-outs and on-street parking, and highly-visible and regular crosswalks, reduce vehicle speeds and ensure all modes of transportation can safely navigate the Tannery District. This focus on safety encourages active and healthy communities that prioritize sustainable modes of transportation, including walking and cycling. Health and happiness increases when people of all ages and abilities feel safe on public streets.

7. Provide live/work opportunities to support a local creative economy. Living and working spaces are co-located within designated employment areas through unique spaces, including lofts, studios and workshops. This reduces costs for emerging talent, artists, entrepreneurs, and other innovators that contribute to the local economy, and provides opportunities to partner with local artists and craftspeople to host arts fairs in the community. Live/work units must be constructed in a range of sizes to accommodate a variety of programs. The ability to contribute to the community through employment, volunteering, hobbies, and other unpaid work improves our overall health and happiness.

8. Promote safe cycling to support active transportation. Dedicated cycling routes on University Avenue, shared routes on all internal streets, and cycling amenities (i.e. locks and lockers, repair stations) in the Central Park, the Rail Corridor Park, and near all building entrances, encourage active transportation and support health and happiness.



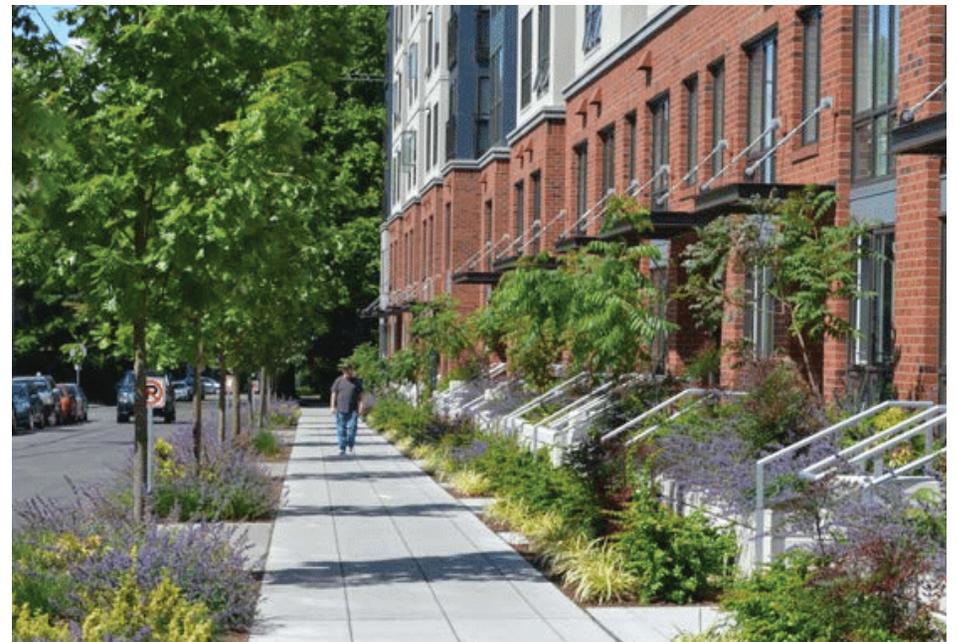
Signage highlighting sustainability features



Street trees and vegetation



Spaces for active and passive recreation



Buildings frontages define the streetscape

5.2 EQUITY AND LOCAL ECONOMY

Equity and Local Economy refers to creating safe, equitable places to live and work which support local prosperity and international fair trade. Sustainable communities promote diversity and equality of opportunity across all abilities, gender, race, age and sexual orientation and to create a vibrant and resilient economy where a significant proportion of money is spent locally.



20

diverse uses within walking distance of all residents



25%

of units will be affordable



1.0m²

of urban agricultural space per dwelling unit



20%

of housing to be accessible



60%

of Spring Street and University Avenue will have retail or live/work units at grade

Provide a range of amenities within walking distances of all residences **1**

Provide innovative approaches to provide affordable housing that allows residents to age-in-place **2**

Provide public spaces that exceed the principles of universal design **3**

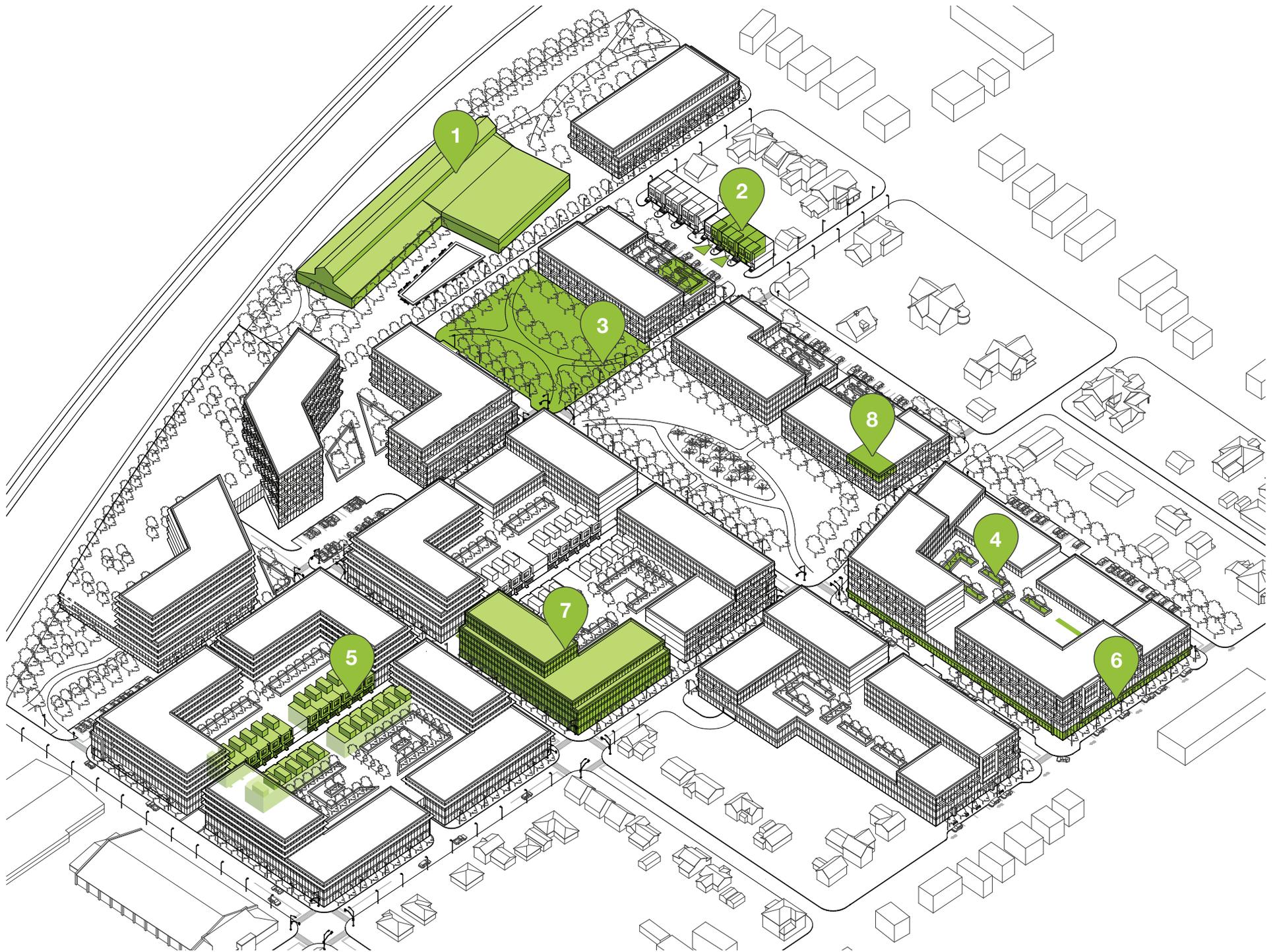
Encourage urban agriculture to provide locally produced food **4**

Support unique and flexible spaces that reinforce a sharing economy **5**

Provide at-grade retail to support local businesses **6**

Utilize local suppliers and contractors in new construction **7**

Integrate accessible housing throughout the site and within each category of housing type **8**



1. Provide a range of amenities within walking distance of all residences. The Central Park and Rail Corridor Park, at-grade retail on Spring Street and University Avenue, and the adaptive re-use of the industrial building as a community facility, allow residents to fulfill their daily needs within walking distance. All residents must be within walking distance of 20 diverse uses and these uses must be established by the time 50% of dwelling units are completed. This promotes equity by allowing all community members access to public facilities, regardless of ability or access to a private automobile.

2. Provide innovative approaches to affordable housing that allows residents to age-in-place. A mix of housing types and tenures integrated within individual buildings, including market condominiums and townhouses, rental apartments, affordable housing, and live/work units will accommodate a diverse population. Affordable housing will make up at least 25% of all units and will allow all community members, regardless of income, age or ability, to contribute to the neighbourhood and to support and benefit from nearby amenities and services.

3. Provide public spaces that exceed the principles of universal design. Public spaces, including the Central Park, the Rail Corridor Park, and all streets and boulevards, will provide safe and unencumbered access and circulation, audible and tactile cues at convergence points, simple signage with braille, and furniture, amenities and activities that support users of all ages and abilities. In addition, 20% of dwelling units will be fully accessible. This focus on universal design ensures all users can thrive at the Tannery District, benefit from local amenities, and contribute to the local economy.

4. Encourage urban agriculture to provide locally produced food. Urban agriculture, sustained through cisterns and other sustainable irrigation technologies, is provided wherever sufficient sun exposure exists in the Central Park, the Rail Corridor Park, and on private rooftops. At least 1.0m² of urban agriculture space will be provided per dwelling unit. Local community gardens offer residents affordable and nutritious options for fruits and vegetables, promotes a sharing economy, and can support local food basket programs.

5. Support unique and flexible spaces that reinforce a sharing economy. Co-working facilities, communal 'maker spaces' and resource sharing hubs (i.e. tool or art supply library) provided within the adaptively re-used industrial building and designated employment areas, support an increasingly mobile, connected, and innovative workforce, and encourage the exchange of skills and knowledge. Harnessing creativity near residences will contribute to the local economy while supporting a more equitable community.

6. Utilize local suppliers and contractors in new construction. Fostering strong partnerships with local suppliers and builders through the creation of new procurement policies, local awareness initiatives, and the celebration of past successes, will raise the profile of local partners and create opportunities for local workers. Together, these elements will support and strengthen the local economy.

7. Provide at-grade retail to support local businesses. Continuous at-grade retail uses along Spring Street, and convenience retail uses throughout the Tannery District, fulfill the daily needs of residents and workers within walking distance, and when appropriately sized (i.e. 250-300 square metres) provide opportunities to establish local businesses and/or sell local goods and services. At least 60% of Spring Street and University Avenue will have retail or live/work units at grade. Furnace Street and Clare Street will permit retail and/or live/work units at grade subject to market conditions.

8. Integrate accessible housing throughout the site and within each category of housing type. Providing a range of accessible units within each housing type affords equal opportunity for people of all ages and abilities to both enter the housing market, but also to age-in-place within their neighbourhood. A minimum of 20% of each housing type shall be designed/built to be accessible (per the Ontario Building Code).



Mix of housing types



Live-work unit



Housing opportunities to age in place



Community amenities

5.3 CULTURE AND COMMUNITY

Culture and Community focuses on nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living. Vibrant and active neighbourhoods add value to existing and surrounding communities and provide welcoming outdoor and indoor public space for people to come together and socialize, reducing crime and the fear of crime, supporting community cohesion, and mental and emotional health. Connecting to the local cultural and natural heritage honours our past. Nurturing a new culture of sustainability encourages people to take responsibility and engage in sustainability initiatives.



30%
of the Tannery District will
be open space



20
diverse uses within walking
distance of all residents

Provide a community hub to celebrate local culture **1**

Encourage community-focused and educational activities **2**

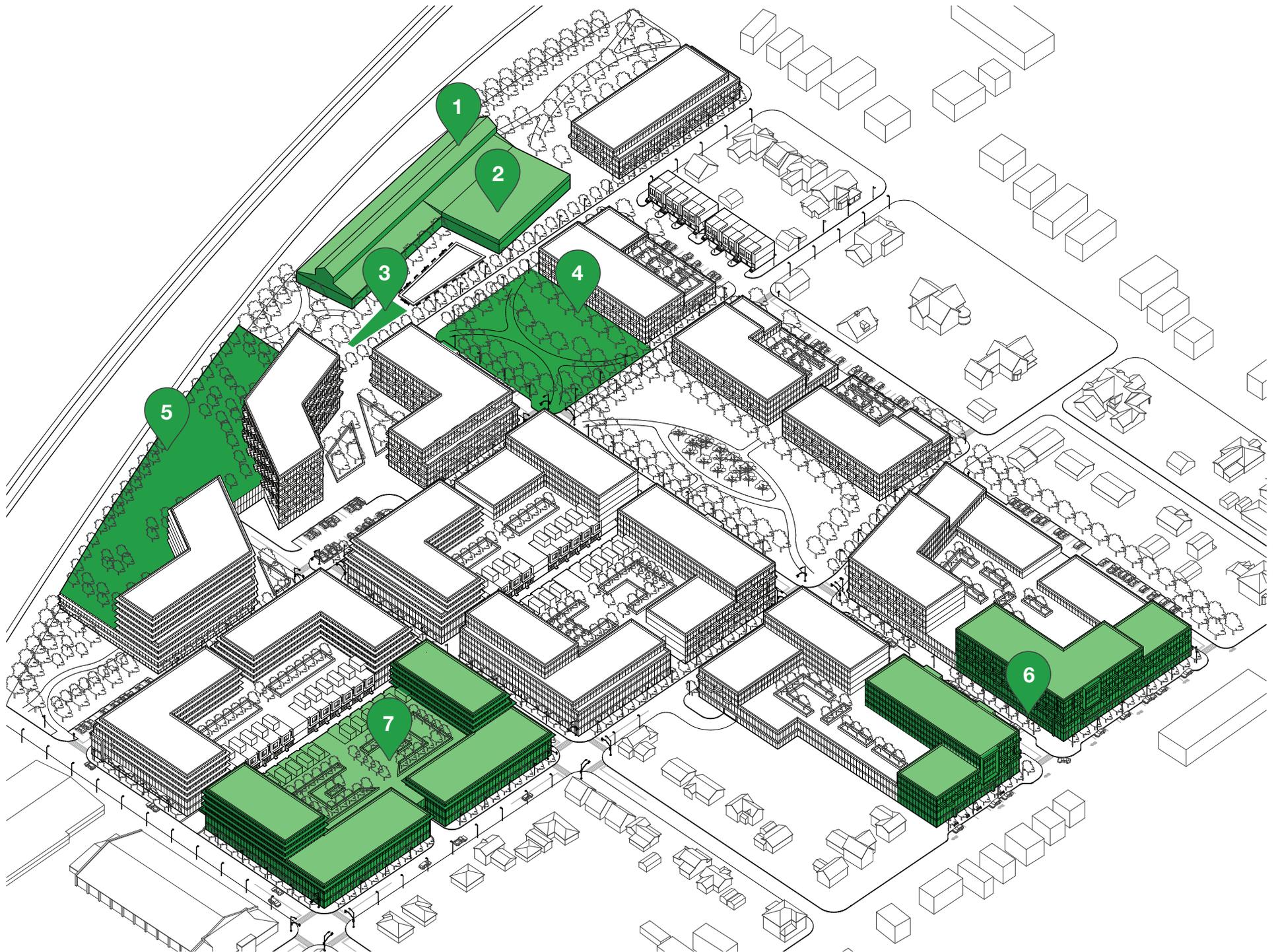
Provide public art that celebrates the industrial
history of the Tannery District **3**

Provide welcoming open spaces to foster community cohesion **4**

Maximize public access through privately-
owned public space (POPS) **5**

Reinforce a strong entryway to distinguish the Tannery District
as a unique destination **6**

Use materials and a design language that reflects the
Tannery District history **7**



1. Provide a community hub to celebrate local culture. The adaptive re-use of the industrial building on Princess Street provides a centrally-located community hub to create and showcase local culture, support cultural programming, and enhance adjacent outdoor spaces. Partnerships with local artists, and cultural/heritage groups, will ensure local culture is ingrained in both the design and programming of the space. This space will bring neighbours together, promote creativity and culture, and increase pride and engagement in the community.

2. Encourage community-focused and educational activities. Town-wide programming, including walking tours, public lectures, and other sustainability-focused events and activities, as well as partnerships with local businesses and interest groups (i.e. Sustainable Cobourg), will reinforce a culture of sustainable behaviour, promote support and stewardship of sustainable features, and ensure long-term community participation in future initiatives.

3. Provide public art that celebrates the industrial history of the Tannery District. Public art is provided in areas with strong historic meaning, such as the Former Tannery Lands and the location of the former rail spur, as well as areas with high volumes of pedestrian traffic, such as the Central Park, the Rail Corridor Park, and along Spring Street and University Avenue. Public art includes sculptures, murals, and elements integrated into the streetscape and public realm. Art marks and acknowledges the history of the Tannery District, creates a strong sense of place, and provides opportunities to partner with local artists.

4. Provide welcoming open spaces to foster community cohesion. The Central Park and the Rail Corridor Park provide a range of hard and softscape spaces that will support ongoing events aimed at bringing residents together and increasing everyday community cohesion, such as movies in the park, winter skating or snow sculptures, outdoor yoga and fitness classes, food truck festivals, etc. The active use of these public spaces creates a sense of ownership, and enhances safety at all times of day and throughout the year.

5. Maximize public access through privately-owned public space (POPS). Publicly accessible rooftop courtyards, a pedestrian-only mews, and continuous plazas adjacent to the Rail Corridor Park provide continuous public access through the Tannery District, reinforcing an inclusive environment.

6. Use materials and a design language that reflects the Tannery District history. Buildings, streets and open spaces will reflect and celebrate the industrial heritage of the Tannery District, including the creative interpretation and reimagining of heritage elements through architectural design, the use of recycled historic materials, and the careful integration of light standards, paving materials, and street furniture. These elements will enhance the sense of place and cultural identity within the Tannery District.

7. Reinforce a strong entryway to distinguish the Tannery District as a unique destination. The highest quality of design is focused at the intersection of Spring Street and University Avenue to create a strong 'face' for the Tannery District and to create a bold and exciting gateway. Gateway elements will include unique architectural features, enhanced landscaping and public realm elements, signage and public art. Establishing a unique gateway experience creates a strong local identity by distinguishing the Tannery District within the broader Town of Cobourg, and welcoming both residents and visitors to explore within.



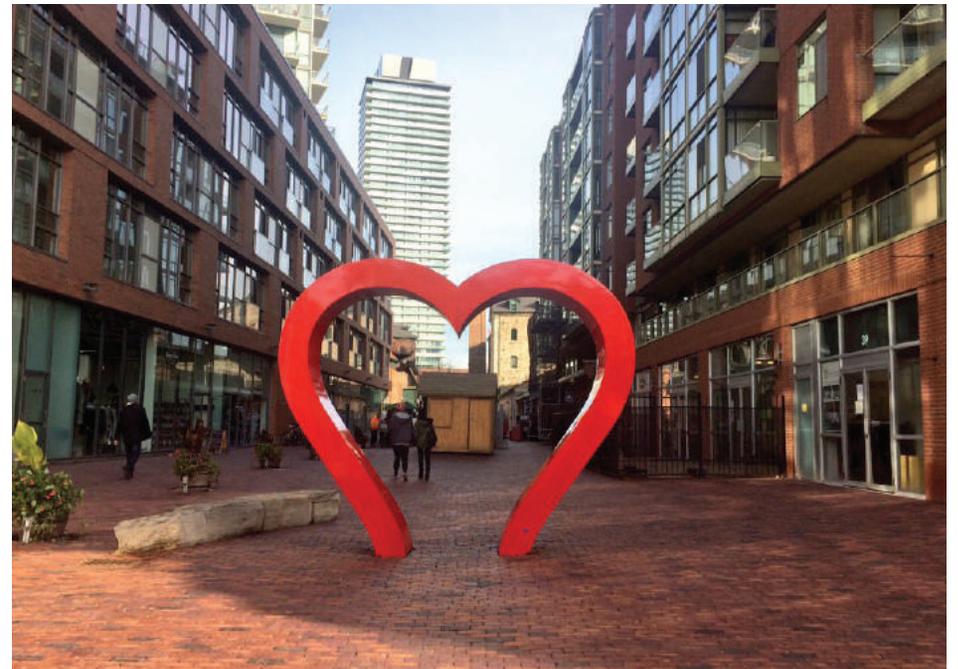
Gateway signage



Context-appropriate development



Context-appropriate development



Public art

5.4 LAND AND NATURE

Land and Nature focuses on protecting and restoring land for the benefit of people and wildlife. As the built environment often has a negative impact on natural systems and wildlife, sustainable communities protect and restore natural systems for the benefit of people, local wildlife and the biosphere (the living part of our planet).



100%
of brownfield site will be remediated



50%
of open spaces should be permeable



100%
of plantings will be native species



8m
between street trees to create a continuous canopy



40%
of the site will treed to enhance the urban tree canopy

Promote education and public participation through nature-focused programming **1**

Provide extensive trees and landscaping to create a robust and continuous urban tree canopy **2**

Provide educational opportunities throughout the public realm to promote the value of nature **3**

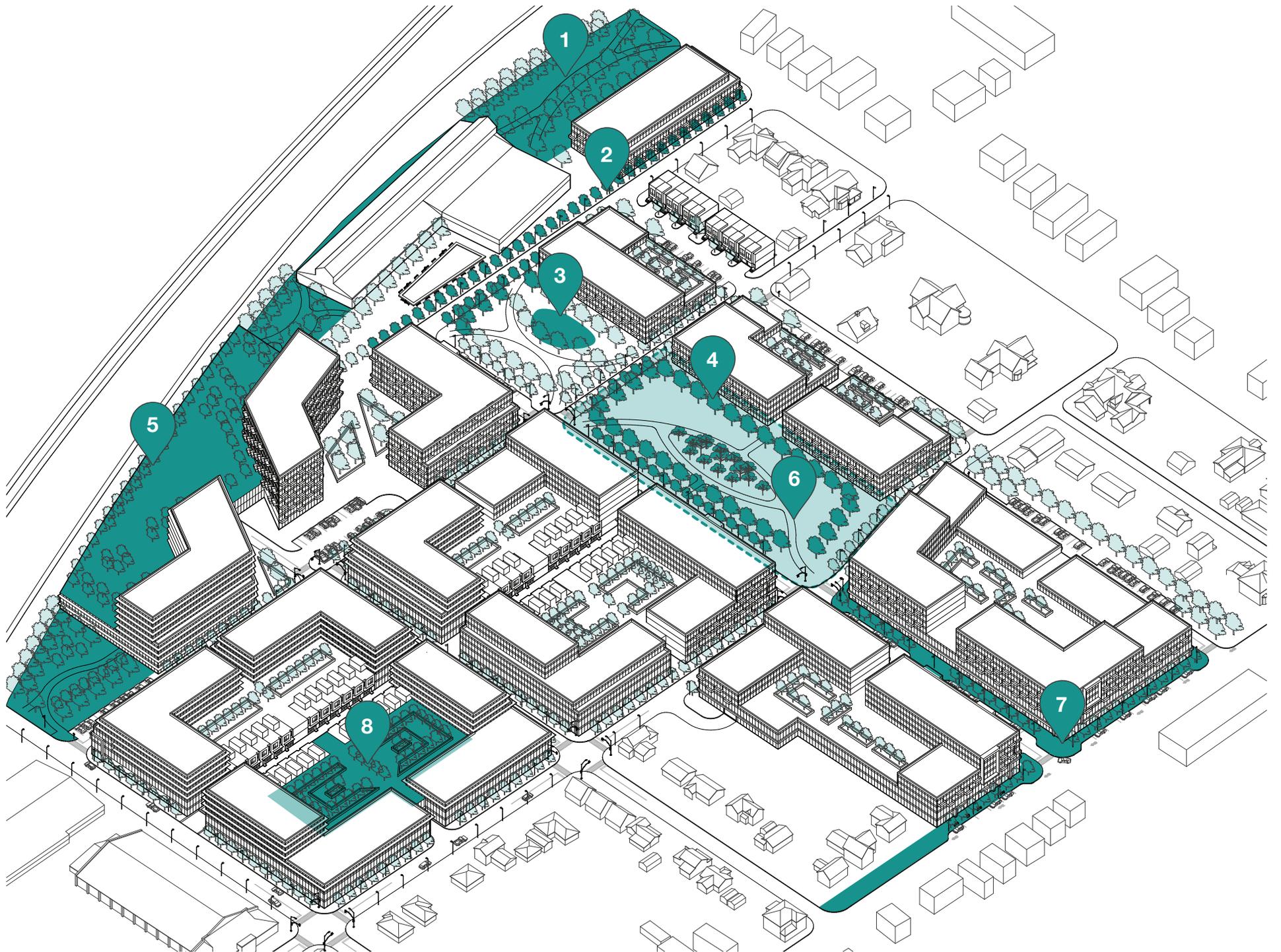
Use native and drought-resistant species to restore local ecological systems. **4**

Utilize the required rail setback to re-establish natural areas and maintain ecological continuity **5**

Remediation of a former brownfield site into a public open space **6**

Utilize soil-cell technology to ensure trees reach their optimal size and stature **7**

Integrate nature through bird boxes and urban beekeeping **8**



1. Promote education and public participation through nature-focused programming. Nature-focused programming and educational efforts, such as outdoor classrooms, litter pick-up days, and tree-planting, sponsorship/adoption, and commemoration initiatives, provide opportunities to enhance and celebrate nature within the Central Park, the Rail Corridor Park and along the streets. Engaging the community in hands-on sustainability activities brings neighbours together and increases awareness of environmental issues, fosters a sense of ownership within the community, and engenders more respect for public areas.

2. Provide extensive trees and landscaping to create a robust and continuous urban tree canopy. Street trees are planted at regular intervals of 8.0m or less along Spring Street and University Avenue, and within bump-outs on narrower Local Roads to double as traffic-calming. They are supported by robust landscaping that uses local, drought-resistant species, and provides bioswales to capture stormwater. Healthy trees and landscaping provides clean air, shade, and visual amenity, and should be considered in the early stages of development to ensure 40% of the Tannery District will be treed.

3. Provide educational opportunities throughout the public realm to promote the value of nature. Organized walking tours of key sustainability features, educational signage in proximity to sustainability features, and local maps illustrating key neighbourhood features will leverage the natural assets in the Tannery District to increase awareness of sustainable living and community initiatives. As a sustainable neighbourhood, the Tannery District will present a unique opportunity to facilitate outdoor education for community members of all ages.

4. Use native and drought-resistant species to restore local ecological systems. All landscaping in the public realm will utilize a variety of local, drought-resistant vegetation, including trees, shrubs and grasses, to create a diverse ecosystem that will minimize maintenance and attract small wildlife and pollinators, includes birds, bees and butterflies. This will help to restore the local ecosystem, while integrating land and nature into the everyday lives of those who live in the Tannery District.

5. Utilize the required rail setback to re-establish natural areas and maintain ecological continuity. Large, coniferous trees and well-landscaped berms and architectural landforms in the Rail Corridor Park provide a year-round visual and auditory buffer from adjacent rail operations, but also celebrate land and nature through the establishment of a continuous ecological network, the reduction of the urban heat island effect, and the accommodation of Low Impact Development techniques, such as bioswales, rain gardens, and permeable paving.

6. Remediate a former brownfield site into a public open space. Prior to redevelopment, the Tannery District will be fully remediated, including opportunities to explore brownfield redevelopment incentive programs to encourage development and remove financial barriers to landowners. Opportunities for educational signage to document this process will be provided in key destinations, including the Central Park, the Rail Corridor Park, and at Spring Street and University Avenue. Providing cleaner soil results in less pollution of land and groundwater, better growing conditions, and provides health benefits for both humans and wildlife.

7. Utilize soil-cell technology to ensure trees reach their optimal size and stature. Along streets, and wherever soil volumes may be limited, soil cells will ensure that trees receive enough soil to grow to maturity. Along Spring Street and University Avenue, where street trees will help to define the face of the community, soil cells are particularly important and should be celebrated through educational signage. Providing adequate soil will improve water quality, reduce peak overflow, and minimize maintenance requirements.

8. Integrate nature through bird boxes and urban beekeeping. On private rooftop terraces, and within strategically-located areas in the Central Park and Rail Corridor Park, opportunities to formally accommodate wildlife will be encouraged, including apiaries, bird boxes, and feeder boxes for squirrels and small mammals. This will require an amendment to the by-law, and close collaboration with experts to ensure unwanted pests are not attracted. Allowing birds, insects and small wildlife to inhabit select parts of the Tannery District will promote natural processes, such as pollination.



Landscaped buffer



Soil cell technology in the streetscape



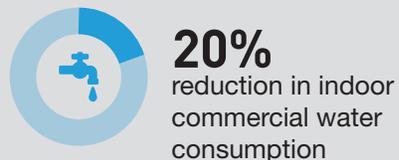
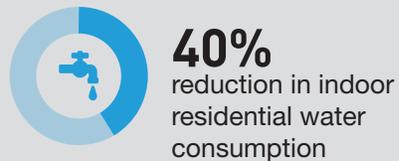
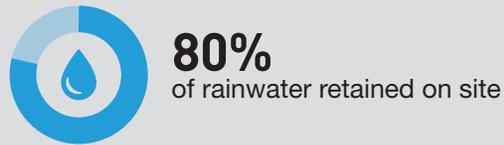
Tree canopy in the public realm



Small wildlife can thrive in urban areas

5.5 SUSTAINABLE WATER

Sustainable Water emphasizes using water efficiently, protecting local water resources and reducing flooding and drought. As climate change occurs and the earth's population increases, it is likely that even more areas will become "water-stressed" or prone to flooding. Sustainable communities use water efficiently to avoid the environmental impacts and carbon footprint of storing, treating and transporting water.



Utilize water features to educate and encourage behavioural change **1**

Respond to the natural and existing grades and overland flow patterns in the placement and design of new buildings and open spaces **2**

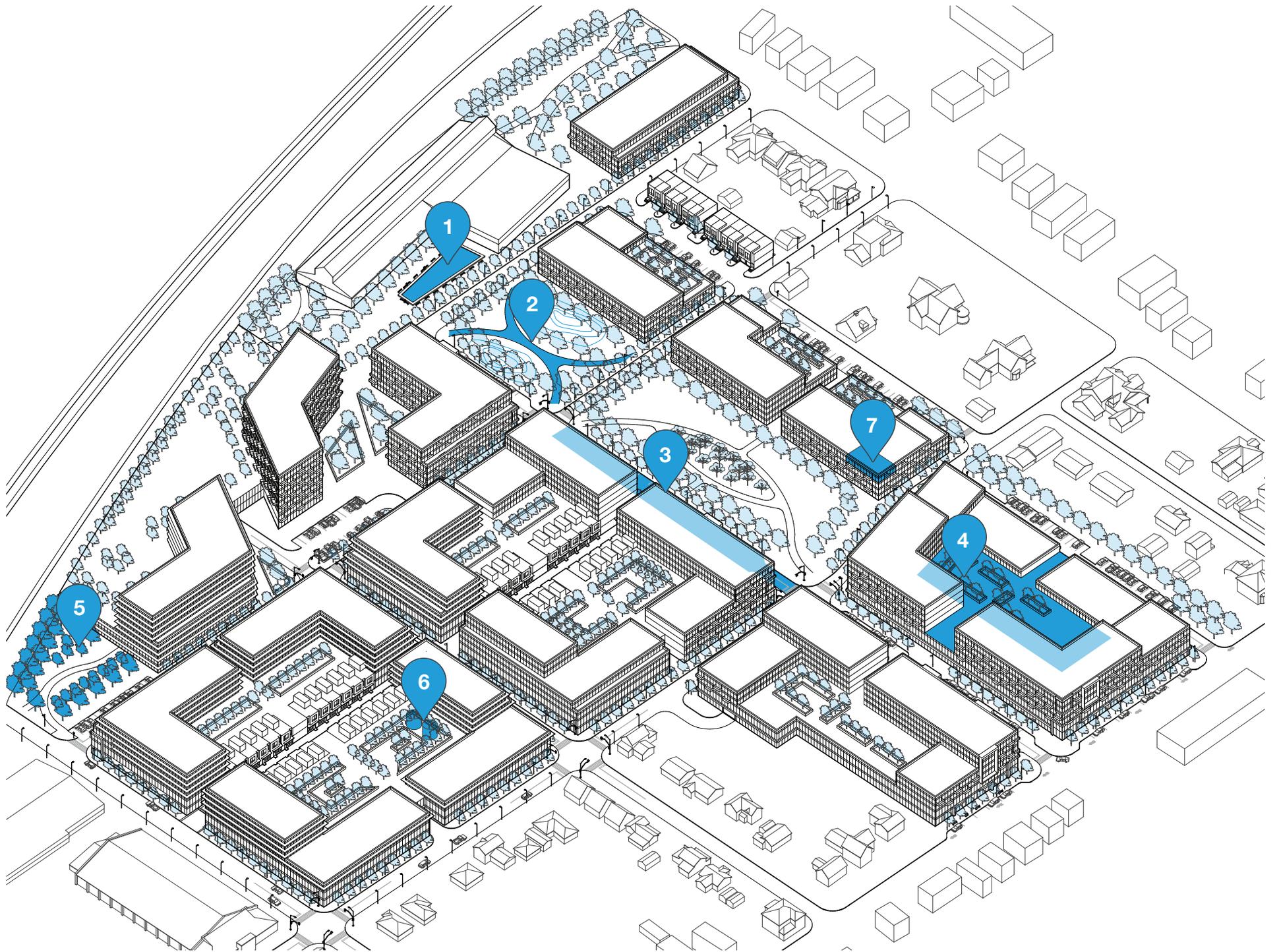
Maximize permeability in the public realm through green space, LID's, permeable paving, and rain gardens to offset the increase in hardscaped and developed areas **3**

Maximize water retention at the source through green roofs and rooftop gardens **4**

Utilize native and drought-resistant species to minimize irrigation requirements **5**

Utilize water collection technologies (cisterns) to minimize the requirements of potable water for irrigation **6**

Reduce indoor water use through water efficient appliances and fixtures **7**



1. Utilize water features to educate and encourage behavioural change. An interactive water feature will anchor the Rail Corridor Park, while Low Impact Development will make water visible throughout the public realm and along all streets. Educational signage, public art and/or interactive features will be used to inform the public about the unique water systems in the Tannery District, particularly where they are part of a larger system (i.e. captured rainwater being used for irrigation), and partnerships with the Town will be explored (i.e. Doors Open Cobourg) to demonstrate how they fit with broader Town-wide efforts. Educating community members about the importance of sustainable water systems is necessary to raise public awareness and maintain water quality.

2. Respond to the natural and existing grades and overland flow patterns in the placement and design of new buildings and open spaces. Detailed stormwater management plans will be required for all new development, and should focus on the integration of passive stormwater management, including Low Impact Development, to capture and manage stormwater at the source. Maintaining natural water infiltration is a more sustainable approach to stormwater management than human-made infrastructure, and an essential component in sustainable development.

3. Maximize permeability in the public realm through green space, LIDs, permeable paving, and rain gardens to offset the increase in hardscaped and developed areas. Where soil conditions permit, permeable paving, and other LID measures, will be used throughout both the public and private realm, with a focus on reducing impermeable surfaces in larger areas, such as the Central Park and the Rail Corridor Park, as well as Local Streets, mews, parking areas, driveways and pedestrian walkways. This will be supported by the use of bioswales, rain gardens and other Low Impact Development techniques to capture and filter stormwater naturally. Use of these approaches will contribute to groundwater recharge and a more sustainable water cycle.

4. Utilize native and drought-resistant species to minimize irrigation requirements. Throughout both the public and private realm, landscaping will focus on the use of native and drought-resistant species that are suitable for Zone 6A climatic conditions, and will be designed and located to ensure appropriate access to sun. This will lower the water requirements for plant survival, allowing for no permanent irrigation system to be in place after the initial two year, and conserving water for other purposes.

5. Utilize water collection technologies (cisterns) to minimize the requirements of potable water for irrigation. Within the Central Park and the Rail Corridor Park, and on the rooftops and internal courtyards of new buildings, rain barrels and cisterns will be used to collect, store and re-use rainwater for irrigation. By reusing at least 80% of all rainwater, demand for potable and piped water is reduced, conserving the resource and stress on local infrastructure. In addition 80% of total suspended solids will be removed from water prior to it leaving the site.

6. Maximize water retention at the source through green roofs and rooftop gardens. Green roofs, both passive and active, will be provided on all new buildings within the Tanner District, including both terrace space as well as the top storey. Species will be carefully selected to maximize absorption and filtration of rain water. Rainwater storage in green roofs and rooftop gardens reduces the amount of water runoff in municipal storm sewer systems, creating a more sustainable water system overall.

7. Reduce indoor water use through water efficient appliances and fixtures. Within all new development, efficient appliances and fixtures will be encouraged to minimize the overall use of potable water, including a reduction of 40% for indoor residential water consumption and a reduction of 20% for indoor commercial water consumption. Combined with storage and re-use technologies (i.e. cisterns, rain barrels for flushing), this can significantly reduce the demand for potable water.



Plan for natural topography in open spaces



Green roofs reduce stormwater impacts



Rain barrels can store water for irrigation



Permeable pavers and gardens increase infiltration

5.6 LOCAL AND SUSTAINABLE FOOD

Local and Sustainable Food promotes sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein. As food production represents approximately one-quarter of our ecological footprint, sustainable communities prioritize local and sustainable food practices to promote physical and mental health, culture, heritage, climate change, biodiversity and the local economy.



1.0m²
of urban agricultural space
per dwelling unit



1
shared space for urban
agriculture tools adjacent to
all plots

Locate community gardens and greenhouses within the required rail corridor setback **1**

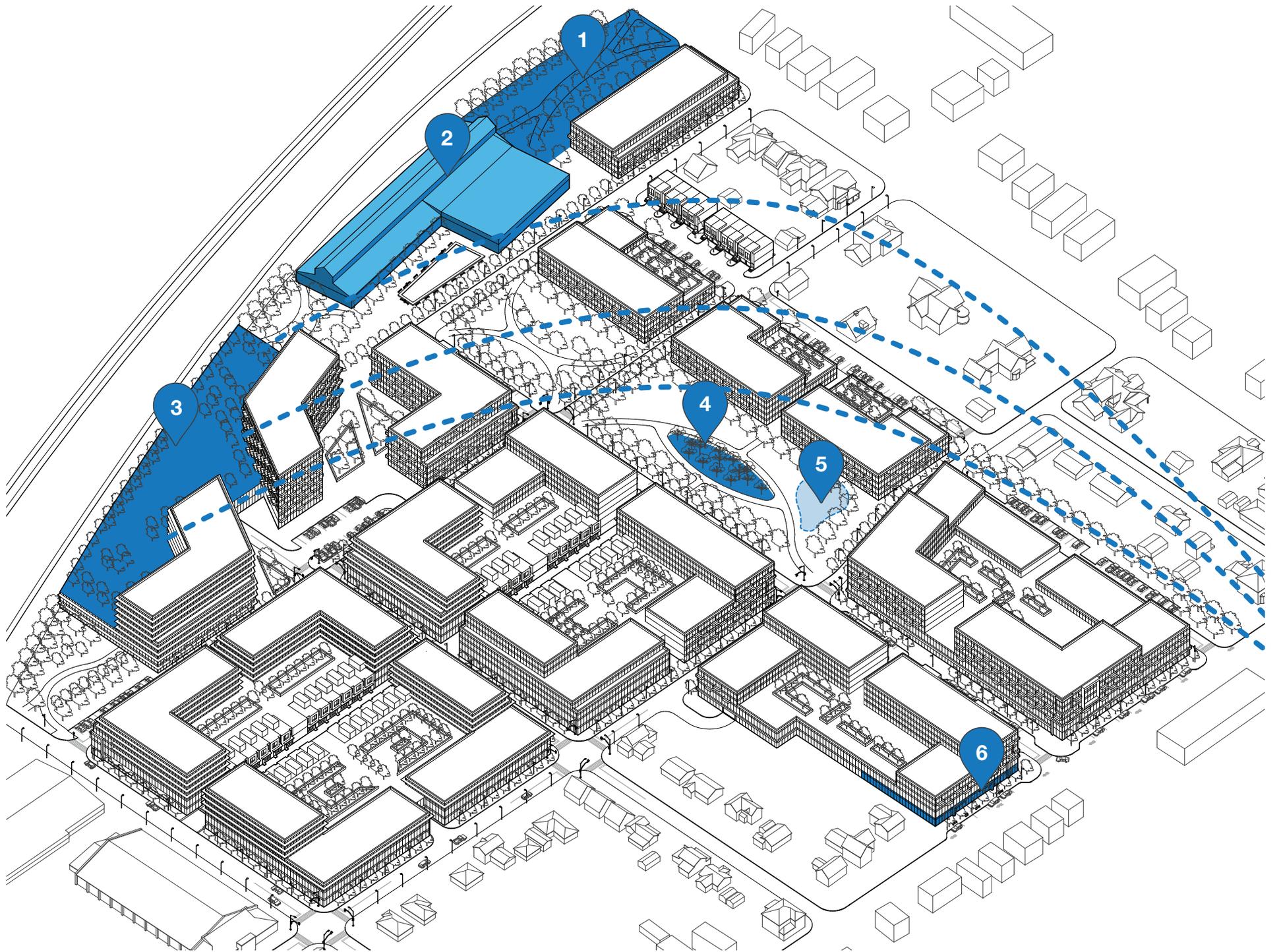
Promote healthy food through education, information, and events **2**

Accommodate community gardens to promote the use of local food **3**

Provide “edible landscapes” through community orchards **4**

Support community gardens, and similar initiatives with educational programming, signage, and public art **5**

Partner with local restaurants and shops to sell locally-produced food **6**



1. Locate community gardens and greenhouses within the required rail corridor setback. Community gardens will be integrated throughout the Rail Corridor Park, including a mix of communal lots associated with new residential buildings, as well as more programmed gardens associated with the adaptively re-used industrial building and/or programmed areas of the park. Community gardens and greenhouses allow local residents to produce their own food year-round, contributing to the local economy and improving nutrition in the community.

2. Promote healthy food through education, information, and events. Providing community gardens in highly-visible locations, offering local training courses (i.e. cooking and growing), hosting food-focused events (i.e. festivals, cooking classes, contests, etc.), and exploring partnerships with the Cobourg Farmer's Market, will celebrate and raise awareness of locally produced food. Providing residents with information about local, healthy food will encourage involvement in local food events, support the local economy, and improve nutrition among community members.

3. Accommodate community gardens to promote the use of local food. Community gardens are provided in the Central Park, the Rail Corridor Park, and on the rooftops and terraces of private buildings at a rate of at least 1.0m² per dwelling unit, and should explore partnerships to ensure efforts augment, rather than detract from, the Cobourg Farmers Market. Community gardens provide opportunities for local residents to produce affordable, nutritious produce for sale and/or personal use, and provide opportunities for social exchange.

4. Provide “edible landscapes” through community orchards. As a focal point of the Tannery District, edible landscapes will be provided in the Central Park where they will be highly visible and accessible, and where they can be easily incorporated into broader festival/activity programming, and where ongoing educational efforts/signage can inform the public on proper harvesting techniques. An edible landscape is a unique, interactive, and family-friendly way to explore nature, eat healthy food, and meet with neighbours.

5. Support community gardens, and similar initiatives with educational programming, signage, and public art. Wherever community gardens are provided, including within the Central Park, the Rail Corridor Park, and on private rooftops and terraces, related educational and informational signage, marketing materials (i.e. advertisements, maps) and public art will be provided to raise awareness, support the initiative, and to identify any links between activities in the Tannery District (i.e. local restaurants that use locally produced food). Additionally, adjacent to all community garden plots will be a shared space for urban agriculture tools.

6. Partner with local restaurants and shops to sell locally-produced food. Through the Northumberland Central Chamber of Commerce, and other local businesses and incentive programs, partnerships will be fostered between local food producers and local shops and restaurants (including those located outside of the Tannery District), including opportunities for a town-recognized ‘locally produced’ seal of merit for participating businesses. These partnerships will promote healthy eating, support more local food in retail spaces, engage more residents and businesses in increasing the profile of local food, and contribute to the local economy.



Community garden



Farmers Market



Small-scale greenhouse



Public art can support local food

5.7 MATERIALS AND PRODUCTS

Materials and Products focuses on using materials from sustainable sources and promoting products which help people reduce consumption. Sharing and reducing consumption of natural materials promotes sustainable living, improving people's quality of life while reducing their environmental impact. Sustainable communities consider the use of materials and products that are not toxic to humans or wildlife at any stage in their life cycle, from raw material through to manufacturing, use, and end-of-life.



20
permanently installed
products sourced from
at least five sustainable
different manufacturers



100km
Wherever possible, utilize
materials sourced close to
Cobourg



30%
of the total mass of
infrastructure materials will
be recycled content

Select materials that are durable and reflect the local and historic context **1**

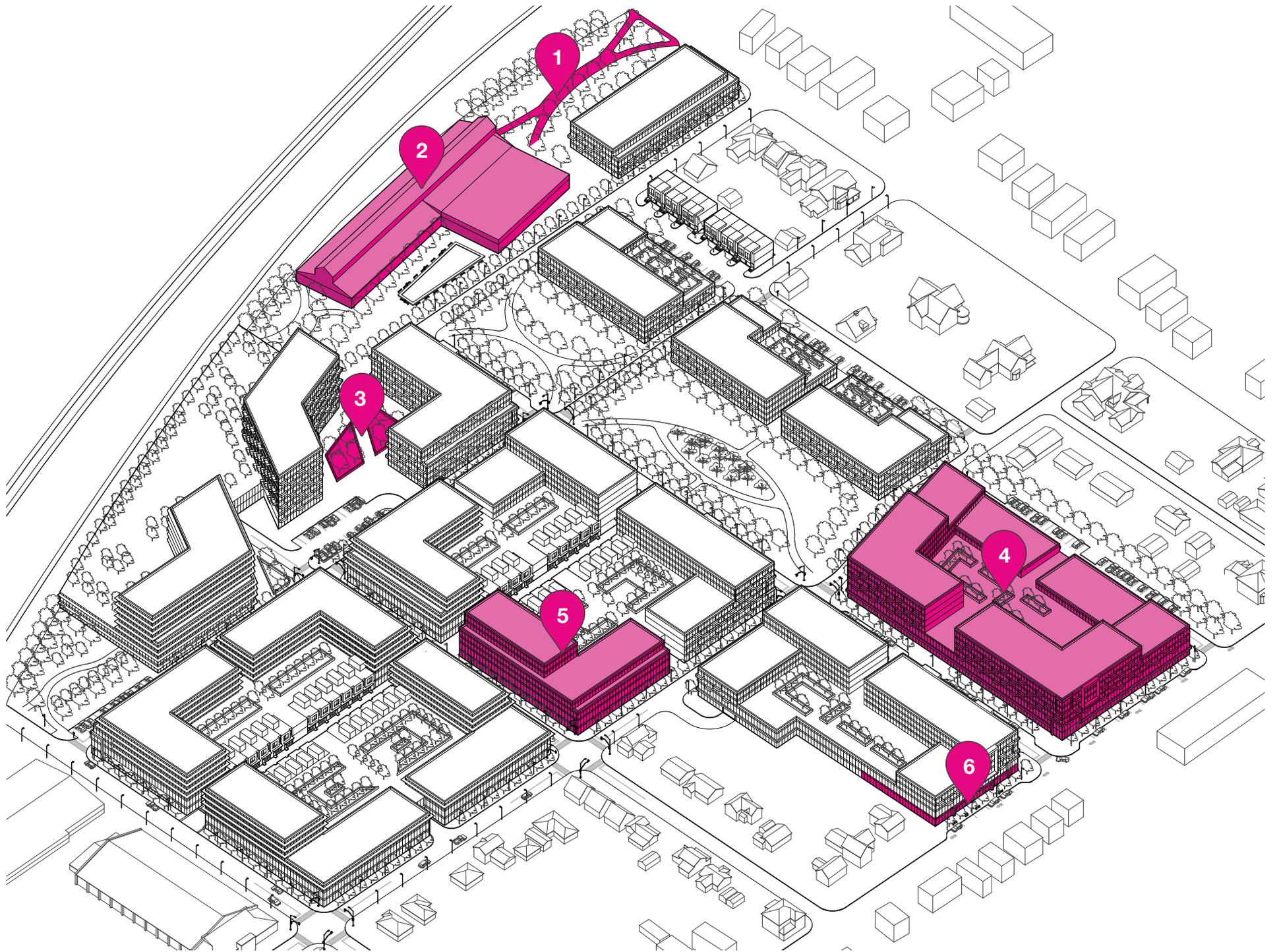
Promote community facilities and programs that support a culture of sharing and swapping. **2**

Re-use existing or recycled materials in site design **3**

Maximize the use of local building materials in the construction of buildings and public spaces **4**

Encourage the use of sustainably-sourced and harvested materials **5**

Foster partnerships and business relationships aimed at reducing material consumption **6**



1. Select materials that are durable and reflect the local and historic context. All buildings in the Tannery District will look to exceed the Ontario Building Code by incorporating a higher degree of energy efficiency, durability and sustainability, and will focus on building materials and colours that are durable and sympathetic to the historic industrial character (i.e. brick, metal, etc.). This focus on durable, historically-relevant materials will ensure buildings endure over the long term and contribute to a sense of place in a neighbourhood.

2. Promote community facilities and programs that support a culture of sharing and swapping. Within the adaptively re-used industrial building, and other buildings as appropriate, flexible (or permanent) spaces will be provided to accommodate swap meets, flea markets, garage sales, and antiques sales. Outdoor events may also be accommodated in larger spaces within the Central Park and the Rail Corridor Park. Rather than purchasing new products, sharing and swapping allows products to be reused or recycled, reducing waste and costs.

3. Maximize the use of local building materials in the construction of buildings and public spaces. All buildings and open spaces in the Tannery District will use local building materials wherever possible, and ideally those sourced within 100 kilometres of Cobourg and sympathetic to the site's history and character. Opportunities to incentivize this should be explored to encourage participation from private developers. This will reduce freight costs, contribute to the local economy, and reflects a more environmentally, economically, and culturally sustainable approach to development.

4. Encourage the use of sustainably-sourced and harvested materials. Where recycled materials can not be used, all buildings and open spaces in the Tannery District will use sustainably-sourced building materials wherever possible, and particularly in buildings where the Ontario Building Code permits the use of wood-frame construction. Where concrete and steel are required, utilize recycled or precast forms that reduce waste. Opportunities to incentivize this should be explored to encourage participation from private developers. This supports sustainable production and mining practices, and will contribute to shifting market demand towards more responsible companies within the industries.

5. Re-use existing or recycled materials in site design. Prior to demolition, all existing buildings in the Tannery District will undergo an inventory of materials to determine re-use potential. In addition to buildings, recycled materials will be utilized throughout the public realm, and can be incorporated into paths and parking lots, or utilized by the local arts community to create engaging pieces that reflect the history of the site. Materials will be chosen such that the sum of the postconsumer recycled content, on-site reused materials, and one-half of the preconsumer recycled content constitutes at least 30% of all building materials. While only a few buildings remain on site, this approach helps to further reduce production and freight costs, representing a more sustainable building approach.

6. Foster partnerships and business relationships aimed at reducing material consumption. Throughout the Tannery District, partnerships will be developed and fostered with community groups (i.e. Sustainable Cobourg) and businesses (i.e. packaging-free retailers) who share a similar commitment to waste reduction. This relationship ultimately reduces waste associated with production, packaging, and disposal, and shifts the community ideals to focus on a sharing economy, including the exchange of both products and knowledge. There will be at least twenty permanently installed products sourced from at least five sustainable different manufacturers.



Use of durable materials



Reuse of former building materials



Use of local building materials



Innovative use of local materials (railroad ties)

5.8 TRAVEL AND TRANSPORT

Travel and Transport places value on reducing the need to travel, encouraging walking, cycling and low-carbon transport. An overly car-dependent society contributes to carbon emissions and air pollution, takes up valuable land for roads, reduces the attractiveness and safety of the public realm and promotes obesity and respiratory illness. In many cities, commuting is one of the main contributors to unhappiness. Sustainable communities avoid car domination and are generally healthier, more neighbourly, and more attractive.



1
bike parking stall per
residential unit



2
bike parking stalls per
465m² of retail



SHARROWS
to be provided on all streets



54
intersections per km²
minimum



10%
of off street parking spaces
reserved for car-share or
car-pool

Provide safe and direct connections to the VIA Rail station **1**

Provide mid-block connections to maximize permeability **2**

Provide a compact, well-connected street and pedestrian network through new streets and the logical extension of existing streets **3**

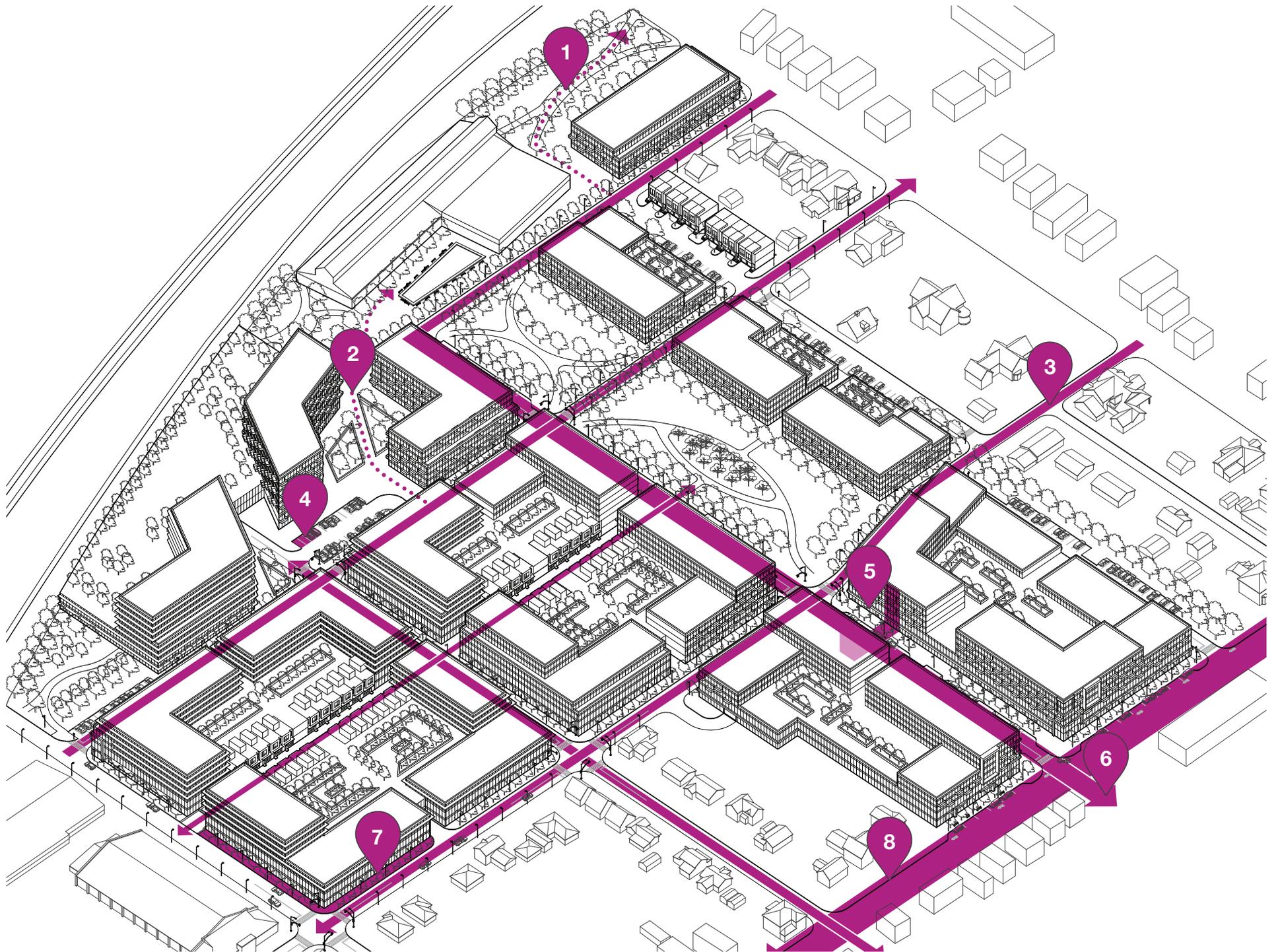
Promote and support vehicle and bike-share programs to minimize parking requirements and emissions **4**

See pages 81 - 86 for Tannery District Street Sections **5**

Connect to the broader town-wide cycling network **6**

Provide convenient bike parking and storage near building entrances and at key public spaces **7**

Provide a pedestrian-supportive streetscape along University Avenue West **8**



1. Provide safe and direct connections to the VIA Rail station. Mid-block connections from Princess Street, continuous trails through the Rail Corridor Park, and sidewalks on George Street will provide safe, direct routes to the VIA Rail station. This allows for convenient travel and commuting to locations across Ontario and Canada without the need of a private vehicle, reducing air pollution and traffic congestion.

2. Provide mid-block connections to maximize permeability. Short block lengths and mid-block pedestrian connections provide continuous connections between all buildings in the Tannery District, including both at-grade mews and above-grade courtyards (accessible from grade). These connections are wide (5 metre minimum) and linear to provide access to natural light, enhance sightlines, and accommodate a mix of hard and soft landscaping. These connections facilitate better pedestrian circulation, reducing walking distances, and promote active transportation.

3. Provide a compact, well-connected street and pedestrian network through new streets and the logical extension of existing streets. The extension of Spring Street, Princess Street, Clare Street, Furnace Street and Ball Street, as well as an east-west pedestrian mews to the Central Park and other internal connections, will create a connected grid of streets throughout the Tannery District (and beyond). These streets will be built at a density of at least 54 intersections per km² which reflects alternative standards that focus on the creation of complete streets and safely accommodate all modes of transportation. This approach supports active modes of transportation, reduces travel distances, and minimizes the land dedicated roads and other paved surfaces.

4. Promote vehicle and bike-share programs to minimize parking requirements and emissions. As part of a broader parking strategy, car and bike-share services will be accommodated throughout the Tannery District, including at least 10% of parking spaces in all parking garages and surface. As part of a broader town-wide effort, partnerships with car-sharing services will be explored. Reducing the need for private vehicles, particularly for short-term trips, improves air quality, and reduces both energy consumption and space requirements for car storage.

5. Design streets to reflect a clear hierarchy and to prioritize pedestrians and cyclists on internal streets. As the predominant street in the Tannery District, Spring Street will accommodate all modes of transportation, utilizing wide-boulevards, sharrows, frequent crossings (in line with the Central Park) and on-street parking to limit vehicle speeds. The remainder of the streets in the Tannery District will generally adopt a narrow, non-standard cross-section that utilizes alternative approaches to traditional curbing (i.e. low profile curbs or curbless where drainage control permits), special paving, spill-out boulevards, on-street parking, sharrows and well-landscaped bump-outs to limit vehicle speeds. Removable bollards will delineate pedestrian-only space, while allowing an entire street to be easily closed for local events. Creating comfortable and safe conditions encourages active modes of transportation, resulting in healthier, more sustainable communities.

6. Connect to the broader town-wide cycling network. All streets in the Tannery District will include sharrows connecting to the broader (existing and planned) cycling network on University Avenue, Division Street and Ontario Street, and will include clear directional signage to nearby trails, including the Waterfront Trail. Integrating cycling facilities into the broader network facilitates access to destinations across the town, improves safety, and creates a more comfortable travel experience for cyclists. Achieving these objectives encourages residents to choose cycling for shorter trips, reducing pollution and traffic congestion.

7. Provide convenient bike parking and storage near building entrances and at key public spaces. Significant bicycle parking will be provided at regular intervals along all streets in the Tannery District. Within the Central Park, the Rail Corridor Park, at the adaptively re-used industrial building, longer-term facilities will be provided, including lockers, sheltered spaces and repair facilities. Within private developments, significant short-term bicycle parking will be provided near the building entrance, with extensive longer-term bicycle parking, storage and repair facilities located conveniently in the parking garage. Bicycle parking will be provided at a rate of 1 parking stall per residential unit and 2 per every 465m² of retail. This provides comfort and convenience and allows riders to embrace cycling as a viable mode of transport.

8. Provide a pedestrian-supportive streetscape along University Avenue West. New buildings on University Avenue West will frame the street, create a continuous frontage, and reinforce a human scale that supports an active and inviting retail street. Combined with street trees, furniture, and safe pedestrian connections, this will create a pedestrian experience that draws foot traffic from the downtown and elsewhere in Cobourg.



Pedestrian- and cycling-supportive streetscape



Compact streets with tree plantings



Car-sharing service

STREET CROSS SECTIONS

The following cross-sections represent the preferred street cross-sections for the Tannery District. They are meant to encourage and support walking, cycling and low-carbon transport while allowing for a dynamic and energetic street frontage.

SPRING STREET GATEWAY

The Spring Street Gateway cross-section is a double sided, pedestrian focused street that will be used on Spring Street between University Avenue West and Alice Street. There will be substantial street furnishings to encourage residents to socialize and help animate the streetscape. The travel lane will be shared between vehicles and bicycles

SPRING STREET CORE

The Spring Street Core section will be used on Spring Street north of Alice Street and on Princess Street east of Spring Street. The street will be open on one side to the Tannery District Central Park allowing easy access to the park from all sides. Across the street, 4-6 storey buildings will allow for “eyes on the street”.

LOCAL STREET

The Local Street section will be used for Clare Street, Alice Street, and Ball Street. These streets will define the Tannery District as a truly walkable community, with non-traditional curbing (i.e. low profile curbs or curbless where drainage control permits) that gives pedestrians meaningful mobility throughout the community. Landscape islands will break up parking aisles and help to minimize any heat island effect.

BOND STREET/CROSSEN STREET

Bond and Crossen Street will help transition from the existing fabric into the Tannery District. Four storey buildings line one side while a landscaping strip will provide a buffer from exiting buildings. An at-grade parking aisle is also provided.

PEDESTRIAN MEWS

The Pedestrian Mews runs east-west through the site between Furnace Street and Clare Street. This mews will be lined with unique, townhouse-style units that spill-out and activate the mews, creating an exciting and urban condition. In addition, at each end of the mews, parking access will provided to accommodate access off of Spring Street.

Design streets to reflect a clear hierarchy and to prioritize pedestrians and cyclists on internal streets.

SPRING STREET GATEWAY - 24M



The Town of
Cobourg has
diverted

,038lbs

garbage away
from a landfill
through sustainable
practices in the
Downtown District.



FRESH.
LOCAL.
ORGANIC.
SUSTAINABLE



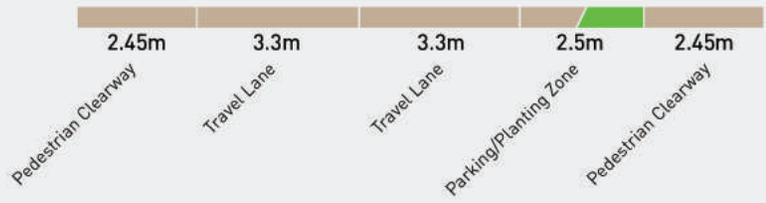
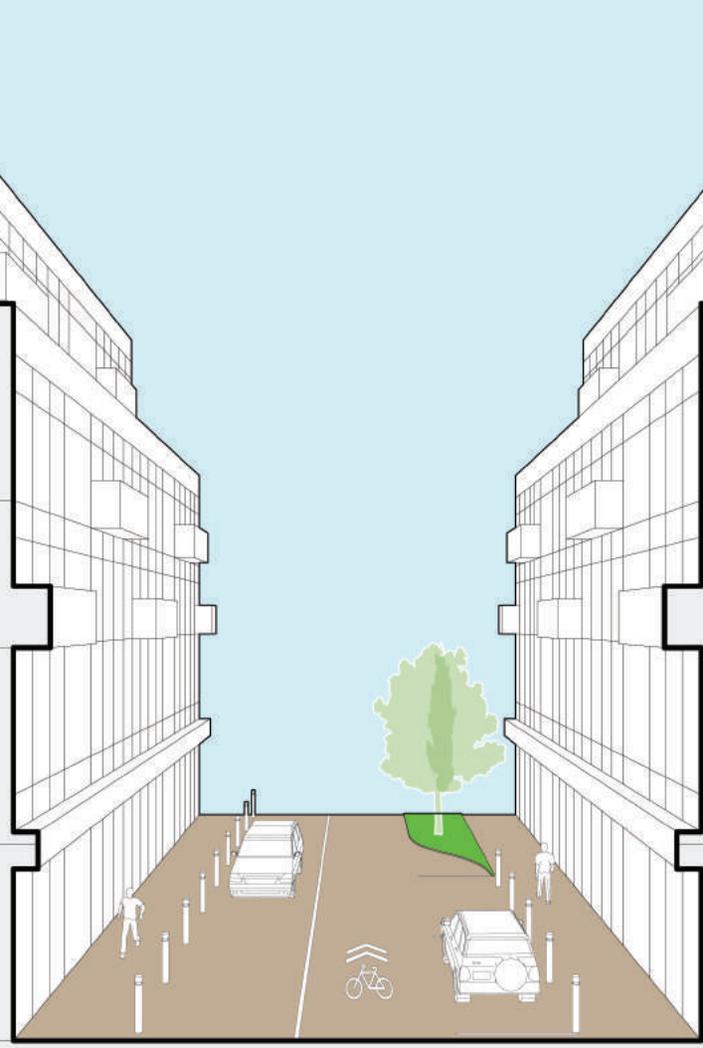


Proposed streetscape rendering of the Spring Street Gateway.

SPRING STREET CORE - 20.5M

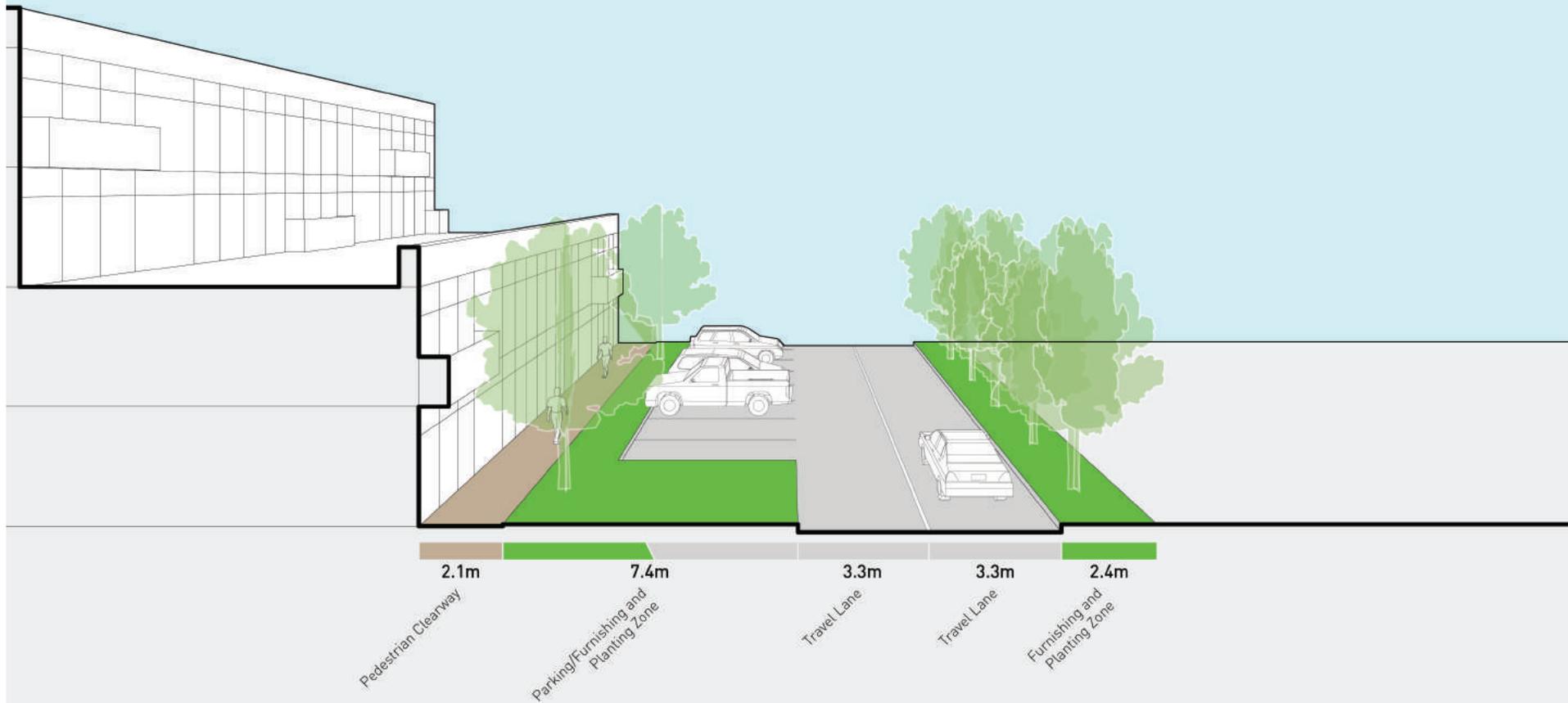


LOCAL STREET - 14M

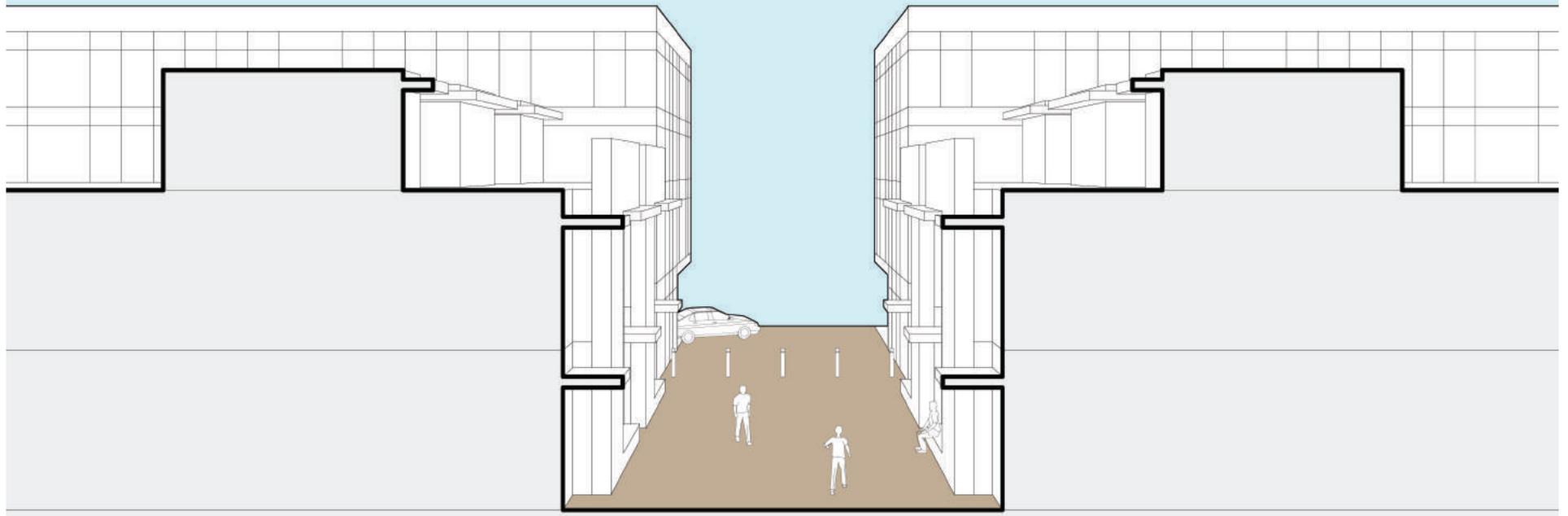


Note: The 14m cross-section reflects the Preferred Option for Local Roads to achieve the goals and objectives of this plan. However, it is recognized that this will be subject to a comprehensive evaluation by the Municipality on such matters as operations/maintenance, road functionality, and planning for utilities, infrastructure, street furnishings and other right-of-way requirements, and that a 17m or greater cross-section may be required for any municipal rights-of-ways.

BOND STREET/CROSSEN STREET - 18.5M



PEDESTRIAN MEWS - 9M



9.0m



Tannery District
Roastery
est. 2018



OPEN

BOOKS

Hot Cocoa
Buffet



Proposed streetscape rendering of the Pedestrian Mews

5.9 ZERO WASTE

Zero Waste focuses on reducing consumption, reusing and recycling to achieve zero waste and zero pollution. Waste can be considered a resource and can comprise part of a circular economy. Sustainable communities design around the waste hierarchy to reduce wasteful consumption during design, construction and operations.



30%
of building materials will be recycled content



EVERY MIXED-USE OR NONRESIDENTIAL BLOCK will have recycling containers adjacent to or integrated into other receptacles



75%
of materials related to construction activity will be recycled

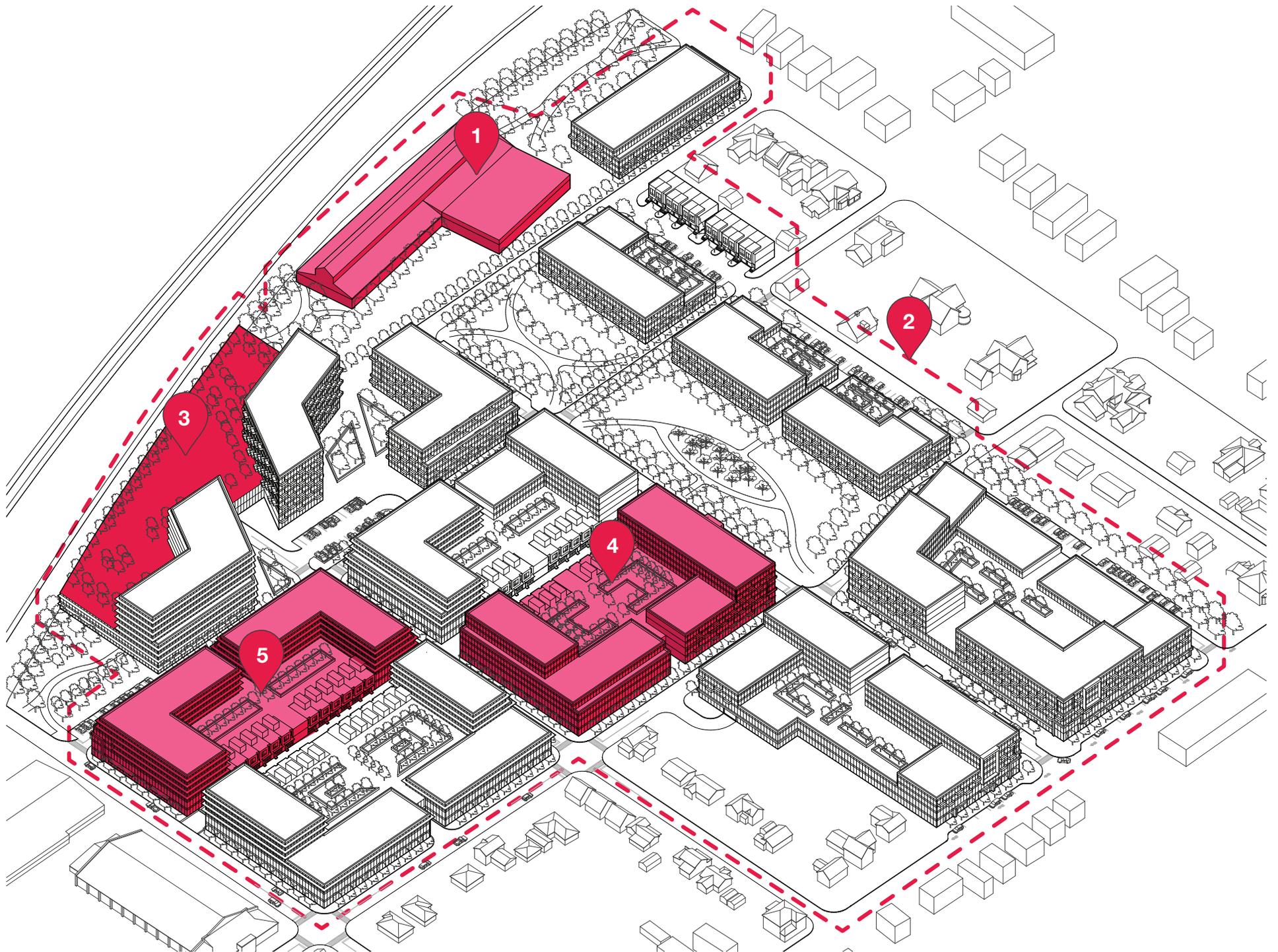
Promote community facilities and programs that support a culture of sharing and swapping **1**

Redevelop existing industrial sites into higher-density mixed-use development **2**

Explore opportunities for on-site waste management and re-use solutions that prioritize waste as a resource **3**

Ensure construction methods that reduce waste **4**

Re-use existing or recycled materials in site design **5**



1. Promote community facilities and programs that support a culture of sharing and swapping. Within the adaptively re-used industrial building, and other buildings as appropriate, flexible (or permanent) spaces will be provided to accommodate swap meets, flea markets, garage sales, and antiques sales. Outdoor events may also be accommodated in larger spaces within the Central Park and the Rail Corridor Park. Rather than purchasing new products, sharing and swapping allows products to be reused or recycled, reducing waste and costs.

2. Redevelop existing industrial sites into higher-density mixed-use development. In the long-term, the industrial sites to the west of Spring Street will be remediated (as necessary) and redeveloped to permit higher density, mixed-use buildings that make more efficient use of existing infrastructure and support a mix of employment and residential uses that allow residents to live and work within the community. In addition, the existing industrial shed will be repurposed for flexible community uses. This Intensification reduces waste by using existing land more efficiently.

3. Explore opportunities for on-site waste management and re-use solutions that prioritize waste as a resource. All development in the Tannery District will include on-site waste storage that accommodates all streams (i.e. recycling, compost and garbage). Additionally, every mixed-use or nonresidential block will have recycling containers adjacent to or integrate with other receptacles. Within public facilities, and private development (as appropriate), opportunities for small-scale waste combustion technology will be explored to create an on-site waste-to-energy facility. As part of a broader educational component, these efforts can be measured in real-time and presented on informational signage in the Central Park. Rather than sending waste to landfill, this approach maximizes their potential for energy production to create a more sustainable cycle.

4. Ensure construction methods that reduce waste. Public buildings in the Tannery District will utilize modular construction technologies and approaches, and financial (and other) incentives will be explored to encourage the use of modular construction in all private developments. This approach is more efficient (and less wasteful), reduces freight and construction costs, and requires significantly less energy to construct. In total, 75% of materials related to construction activity will be recycled.

5. Re-use existing or recycled materials in site design. Prior to demolition, all existing buildings in the Tannery District will undergo an inventory of materials to determine re-use potential. In addition to buildings, recycled materials will be utilized throughout the public realm, and can be incorporated into paths and parking lots, or utilized by the local arts community to create engaging pieces that reflect the history of the site. Materials will be chosen such that the sum of the postconsumer recycled content, on-site reused materials, and one-half of the preconsumer recycled content constitutes at least 30% of all building materials. While only a few buildings remain on site, this approach helps to further reduce production and freight costs, representing a more sustainable building approach.



Waste and recycling receptacles



Modular construction



Repurposing industrial buildings



Swap meet

5.10 ZERO CARBON ENERGY

Zero Carbon Energy emphasizes making buildings and manufacturing energy efficient and generating all energy with renewable sources. Reducing energy consumption and using clean energy sources will help reduce greenhouse gases and address climate change. Sustainable communities feature locally resilient grids that can help decarbonize the electricity grid and avoid transmission losses. At the neighbourhood scale, the Tannery District should be a Net Zero community.



40%

of all parking spaces will be equipped with electric vehicle charging stations



15Kg/m²

is the maximum greenhouse gas intensity target



100%

of buildings will be designed to be solar ready



75%

of all roofs will include vegetation, solar panels, high albedo materials, and/or meet the three year SRI value



64/32

the three year SRI value of low-sloped and steep sloped roofs

Display monitoring and feedback opportunities in the public realm for education and to encourage behavioural change **1**

Provide green roofs on all new buildings **2**

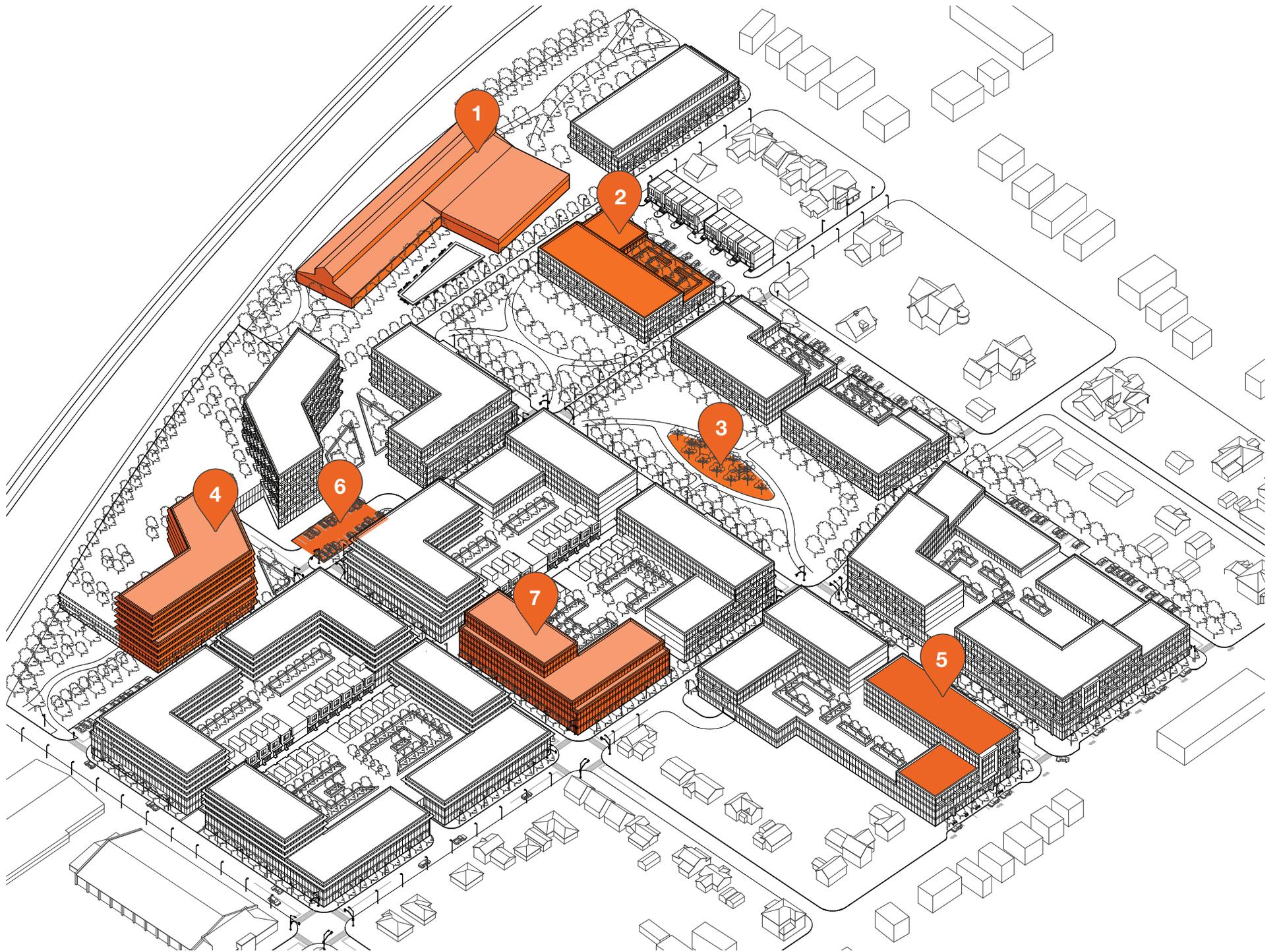
Explore opportunities to integrate sustainable technologies within the public realm **3**

Promote high performance buildings that are designed and oriented to minimize carbon impacts throughout their life cycle **4**

Produce energy on site and/or establish partnerships with sustainable energy providers **5**

Ensure all parking facilities are wired for electric charging stations **6**

Reduce the greenhouse intensity of all new buildings **7**



1. Display monitoring and feedback opportunities in the public realm for education and to encourage behavioural change.

Dynamic and real-time signage will be installed in highly visible locations, including the Central Park, the Rail Corridor Park and at the Spring Street/University Avenue intersection, to track key sustainability targets, including carbon reduction, on-site energy production, waste reduction, bicycle traffic, etc. This will be presented in a fun and engaging way to identify and celebrate milestones, encourage social exchange and conversation, and inspire ongoing efforts and behavioural change.

2. Provide green roofs on all new buildings. Green roofs will be provided on all buildings in the Tannery District, including both passive and active areas as appropriate. On passive rooftop areas, a mix of low-maintenance landscaping and solar panels will be utilized, however ensure 100% of buildings are solar panel capable. Green roofs will reduce energy use by cooling buildings and minimizing demand for air conditioning, while solar panels can capture and store energy for on-site use (or use throughout the Tannery District). In total, 75% of all roof tops will include vegetation, solar panels, and/or meet the three year SRI value.

3. Explore opportunities to integrate sustainable technologies within the public realm. Sustainable technologies will be used throughout the public realm, including small-scale intervention along the streets (i.e. LED light standards, solar-powered parking metres, etc.) and larger scale projects in the Central Park and Rail Corridor Park including the integration of solar panels to supply adjacent buildings. Collectively, these efforts will reduce the overall carbon footprint of the community.

4. Promote high performance buildings that are designed and oriented to minimize carbon impacts throughout their life cycle.

Buildings in the Tannery District will be designed and massed to take advantage of passive solar heating and cooling and will utilize the highest standards of energy-efficient building practices, including the incorporation of energy efficient technologies and appliances throughout the building. All new buildings will achieve a maximum greenhouse gas intensity of 15Kg/m² subject to the targets established in the Secondary Plan.

5. Produce energy on site and/or establish partnerships with sustainable energy providers. Buildings in the Tannery District will make every effort to reduce energy use and maximize on-site energy production through green roofs, solar panels, and building design. Where additional energy is required, partnerships and purchase-agreements will be established with sustainable energy providers to ensure demand is fulfilled in a sustainable manner. On-site or sustainable energy production reduces demand on the broader grid and minimizes the impacts from non-renewable energy production.

6. Ensure all parking facilities are wired for electric charging stations. Providing regular and convenient access to supporting infrastructure (i.e. charging station, priority parking, etc.) is a critical investment to encourage the adoption of non-petrol fueled vehicles. Within the Tannery District, at least 40% of all parking spaces will be equipped with electric vehicle charging stations.

7. Reduce the greenhouse intensity of all new buildings. Buildings in the Tannery District will adopt a number of techniques, that collectively, will reduce and/or offset their greenhouse gas emissions. Specifically, 100% of all buildings will be solar ready, allowing for efficient conversion at the owners convenience. In addition, 75% of all roof surfaces will be designed to actively reduce greenhouse gas emissions through vegetation, solar panels and/or the application of high-albedo materials.



High-performance building



Monitoring, feedback, and public education



On-site energy production



Active Green Roof

6.0 Character Areas & Design Guidelines

To create variation and encourage a unique and engaging neighbourhood that inspires different experience on each visit, the Tannery District Master Plan reflects four unique character areas, including the Spring Street Gateway, the Spring Street Core, the Innovation Hub, and the Rail Corridor Park. These areas establish a strong public face for the Tannery District that will attract residents, visitors and employees, while providing concentrated but well-integrated areas to fulfill a range of needs, including shopping, offices, live/work and studio space, and areas that support both passive and active recreation and that will support and augment activities in the downtown. Design guidelines are provided for each area to ensure that as development occurs, incrementally over many years, a consistent and attractive character will emerge.

6.1 SPRING STREET GATEWAY

As the primary street “spine” connecting the District, Spring Street represents an important corridor that welcomes visitors to the area.

The Gateway will be centred around Spring Street, and will be bounded by Ball Street (west), Alice Street (north), Bond Street (east), and University Avenue West (south). The land uses will feature a mix of residential and commercial uses, predominantly at a medium density.

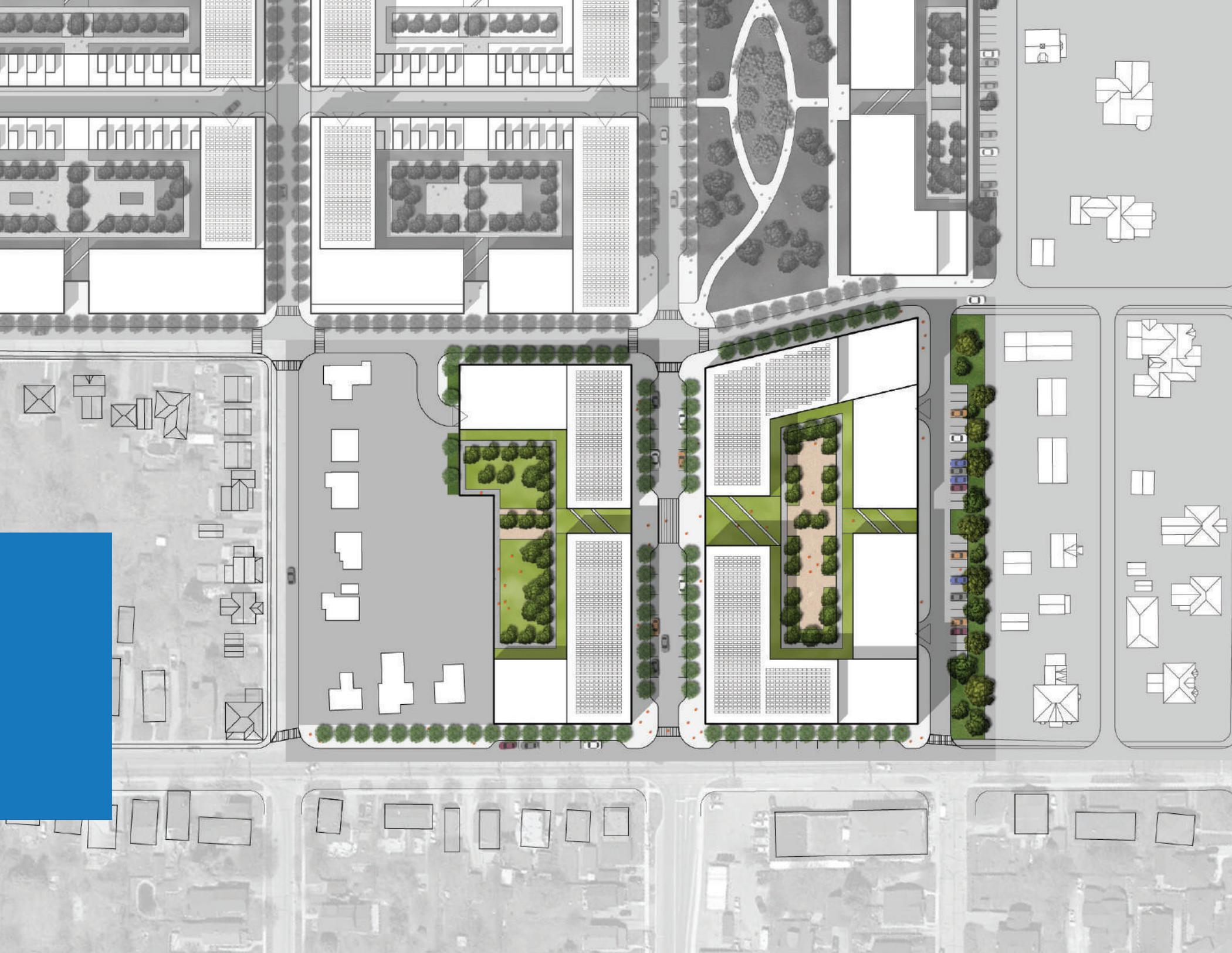
To activate the adjacent streets, the ground floor of buildings will feature commercial uses, particularly retail, restaurant, personal service businesses, and similar tenants. Professional offices and residential uses will be permitted on upper storeys to provide a range of land uses and housing options in the District.

Buildings of 4 to 6 storeys in height will frame University Avenue West to the south and Alice Street to the north. These mid-rise buildings will generate a presence along the street edges, delineating the edge of the District and framing the Spring Street corridor.

Landscaped courtyards will be provided at the centre of the urban blocks, either at grade or on top of integrated parking garages. The semi-public courtyards will feature landscaping, as well as seating and other furniture, and will allow opportunities for rooftop gardens. Pedestrian access to the courtyards will be provided between buildings and connect to adjacent public streets.

The Spring Street Gateway Character Area will maintain the existing residential uses on Ball Street, to provide an appropriate transition to the adjacent residential neighbourhood. Office uses will be permitted within these dwellings to provide additional opportunities for local businesses. Should these properties consolidate, their redevelopment should reflect the medium density mixed-use development to the east.

The Spring Street Gateway Character Area will mark and delineate the entranceway to the Tannery District, and will encapsulate the attributes of the neighbourhood through built form, land uses, and design.





Oben Flats, Toronto, Canada - Credit: Tom Arban

ICONIC ARCHITECTURE

As the gateway to the Tannery District, the buildings at the corner of Spring Street and University Avenue, as well as the associated streetscapes, will utilize the highest quality materials and design at the corners to signalize arrival and create a strong image for residents and visitors of the Tannery District.



GREEN PEDESTRIAN BOULEVARD

As the community main street, Spring Street will be characterized by wide, pedestrian-supportive boulevards with vibrant and active uses at-grade. Extensive landscaping, including large, mature street trees and bioswales, as well as high-quality paving, will provide a green connection between University Avenue and the Central Park (and beyond to the Rail Corridor Park).



Lofts at River East, Chicago, USA - Credit: Scott Shigley

ROOFTOP AMENITY SPACE

Parking within the Spring Street Gateway will be accommodated through integrated above-grade parking decks, screened on all sides by active uses. On top of these decks, large outdoor amenity spaces provide opportunities for rooftop gardens, including active urban agriculture. At the edge of the park, private patios provide direct access, and increase safety through casual surveillance.



Pointe Nord, Verdun, Canada

AT-GRADE RETAIL

Retail uses on both Spring Street and University Avenue will create an active and attractive 'front door' to the Tannery District and will invite visitors from the downtown to explore the community. Spill-out uses, including cafes, restaurants and marketing elements, will reinforce a strong synergy between the public and private realm and encourage unplanned neighbourhood encounters.

KEY DESIGN GUIDELINES FOR THE SPRING STREET GATEWAY

FRAME THE STREETS

Design and mass buildings to frame and address University Avenue, Spring Street, Furnace Street and Bond Street. Taller building elements should be located along Spring Street to reinforce its role as the pedestrian main street.

ANIMATED GROUND FLOOR

Integrate active uses at the ground level including highly-transparent retail uses on Spring Street and University Avenue, and individual at-grade residential entrances on Alice Street and Bond Street. Where residential units are proposed, additional 3.0 metre setbacks are encouraged to provide a privacy transition and opportunities for front-yard landscaping. Building heights at the ground level should be 4.5 metres to create an inviting pedestrian experience and allow for flexibility of tenants. On Spring Street and University Avenue, unit widths should be no greater than 15 metres to encourage smaller, local retailers.

AMENITY SPACE

Create attractive and comfortable amenity space through internal courtyards (either at grade or on top of decked parking). These courtyards should support local agriculture (i.e. community gardens, urban bees), and opportunities to address stormwater on site (i.e. rain gardens, native landscaping, cisterns). All landscaping should be native, drought-resistant species suitable for Zone 6A climatic conditions

SHADOW IMPACTS/MICROCLIMATE

Reduce shadow impacts within the public realm by breaking up larger buildings, and incorporating setbacks, stepbacks and angular planes to reduce the building massing. Large, flat roof areas should accommodate a mix of high albedo materials, green roofs and/or solar panels.

APPROPRIATE TRANSITION

Create context-sensitive development that is appropriately scaled to adjacent neighbourhoods through building typologies and strategies such as angular planes, setbacks, and stepbacks.

INTEGRATED PARKING

Parking should be provided either underground, or within above-grade decks that are framed by active uses at the street edge. Access to parking, servicing and loading should be provided from Furnace Street and Bond Street, and should be well-integrated into the building design and screened from view where possible. On-street parking should be provided wherever possible. All parking areas should accommodate car-share services, electric vehicle charging stations, and bicycle locks, storage and repair facilities.

STREET FRONTAGE

Incorporate variation in façades and building materials to create a varied and interesting streetscape. Set back buildings on Spring Street and University Avenue to create a minimum boulevard width of 6 metres to accommodate street trees, significant landscaping, public art, and spill-out retail. Set back buildings on Furnace Street and Bond Street to reflect the local street cross section on page 86.

CORNER UNITS

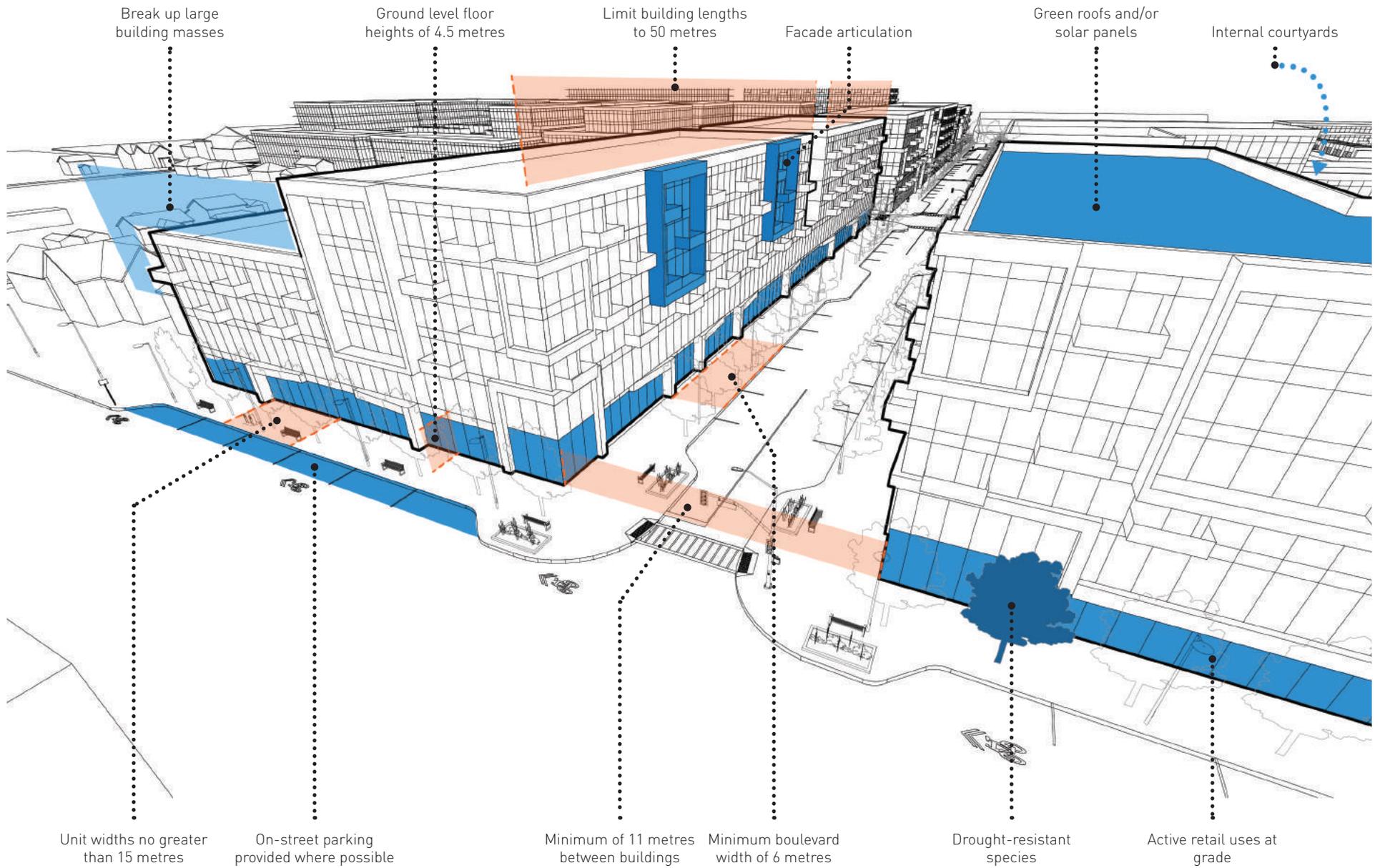
Orient primary façades of corner units to frame edges and address facing streets through high-quality design that is engaging and establishes an active relationship with the street.

TRANSITION BETWEEN BUILDING TYPES

Design and locate new buildings to maintain the character of existing streetscapes through strategies such as staggered setbacks, reduced building heights and transitional typologies (i.e. townhouses).

PORUS BLOCKS

Building lengths should be limited to 50 metres to allow for frequent pedestrian routes through buildings, whether by means of mews, at or above-grade mid-block connections, public lobbies, or pedestrian-friendly driveways. Spacing between buildings should be a minimum of 11 metres to ensure privacy.



6.2 SPRING STREET CORE

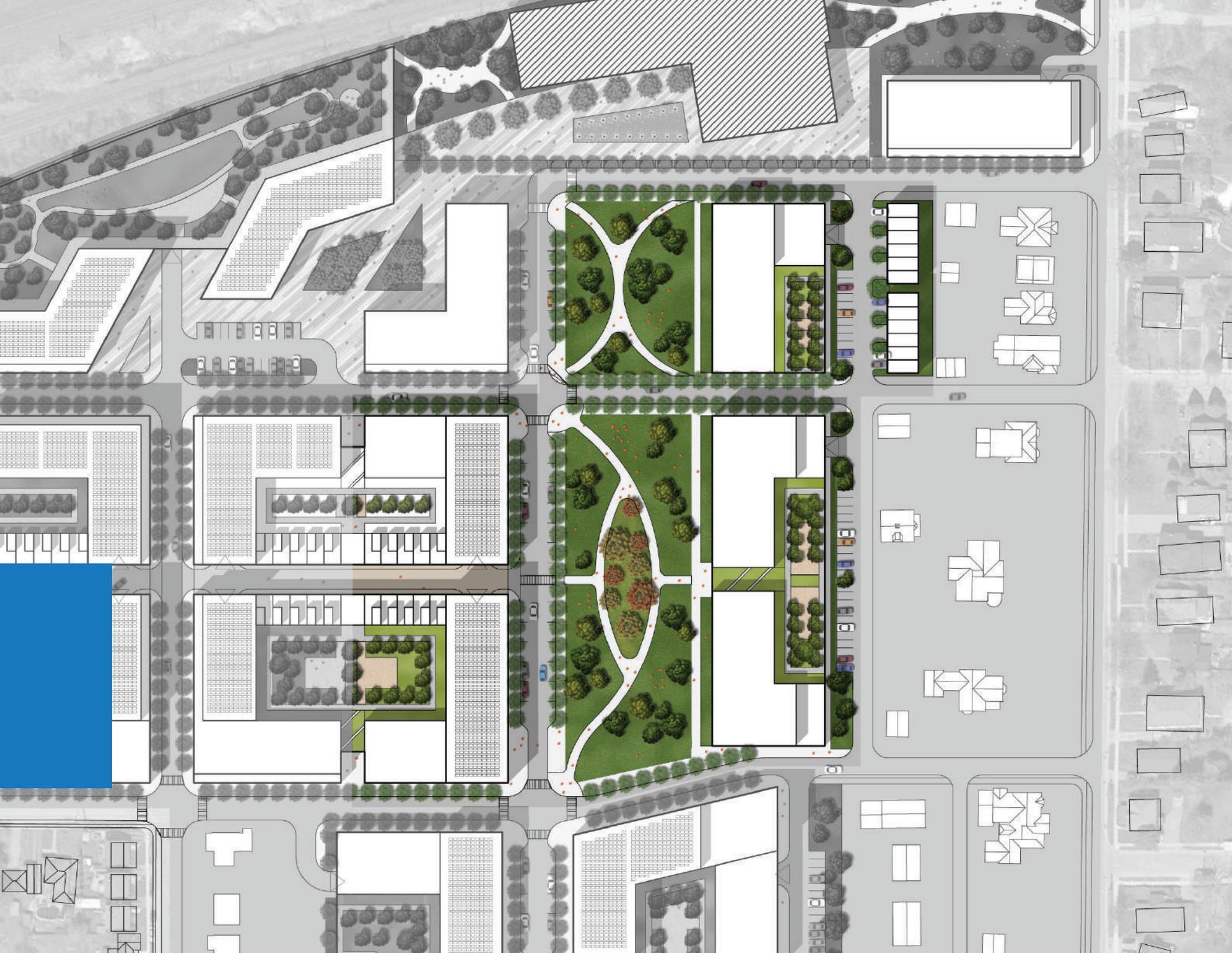
The Spring Street Core Character Area is comprised of the central portion of the Tannery District, including community focal points and the majority of residential uses. The Character Area is centred on the northern portion of Spring Street, between Alice Street and Princess Street.

The primary land use within the Spring Street Core will be residential, including high-density residential uses on the west side of the Character Area and medium-density residential buildings to the east. The buildings will consist of mid-rise apartment dwellings, as well as low-rise apartments and townhouses.

A predominant feature of the Character Area is the large Central Park on the east side of Spring Street. This park provides space for gathering, leisure, and respite, offering convenient and attractive amenity for both residents and visitors. The park will create a sense of openness along the streetscape, and provide a visual contrast to the building enclosures on adjacent streets.

Locating buildings to overlook the parks will enhance the sense of community, as well as increase safety and community animation.

The Spring Street Core Character Area includes a large Central Park which will serve as a community hub for the Tannery District.





Zaryadye Park, Moscow, Russia - Credit: Maria Gonzalez

A LARGE CENTRAL PARK

A large, 0.80 ha Central Park anchors the Spring Street Core, and the broader Tannery District. As the predominant open space in the Tannery District, the Central Park will include both hard and soft landscaped areas, and will accommodate a variety of informal and programmed uses. The Central Park will be the focal point for the integration and awareness of new sustainable technologies.



One Church Square, London, UK - Credit: Adam Parker

4 TO 6 STOREY RESIDENTIAL BUILDINGS

4 to 6-storey residential buildings will frame Spring Street and the Central Park and will reinforce a comfortable human scale within the Tannery District. The design and massing of these buildings will be sympathetic to the historic industrial character of the site, but will prioritize the design of the façade to provide an engaging and unique view from the Central Park.



Beaver Barracks, Ottawa, Canada - Credit: Doublespace Photography

ENGAGING AT-GRADE UNITS

On Spring Street, well-defined and attractive front entrances, as well as active uses (i.e. amenity areas, lobbies, etc.) will be located at-grade to create a vibrant streetscape. On the Central Park, residential units will include garden suites with individual at-grade entrances spilling onto the park. This will create variation along the park edge, while reinforcing safety through casual surveillance.



Wallace Walk, Toronto, Canada

TOWNHOUSE MEWS

A mid-block mews provides a direct link to the Central Park, while accommodating parking access away from Spring Street. Within the Spring Street Core, this mews will be lined with unique, townhouse-style units that spill-out and activate the mews, creating an exciting and urban condition. Beyond the parking ramps, vehicular access to the mews will be limited via bollards.

KEY DESIGN GUIDELINES FOR THE SPRING STREET CORE

FRAME THE STREETS

Design and mass buildings to frame and address Spring Street (and the Central Park), Furnace Street, Clare Street and Crossen Street. Taller building elements should be located along Spring Street to reinforce its role as the pedestrian main street.

ANIMATED GROUND FLOOR

Integrate active uses at the ground level including individual residential units, amenity spaces, and/or public lobbies on Spring Street, Furnace Street and Clare Street. Where residential units are proposed, additional 3.0 metre setbacks are encouraged to provide a privacy transition and opportunities for front-yard landscaping. On Crossen Street, buildings should address both the street and the Central Park. Building heights at the ground level should be 4.5 metres to accommodate active uses and internal storage and servicing.

ENGAGE THE PARK

The Central Park should be highly visible, with public street frontage on multiple sides to enhance safety and accessibility. Locate and design buildings to frame and interact with the park spaces by ensuring ample window fenestration and avoiding blank walls facing the park. At-grade units should have direct, individual entrances on the park with opportunities for private amenity space (i.e. gardens). Limit landscaping features to avoid creating a barrier between the park and neighbouring buildings.

ACTIVATE THE PARK

At least 30% of the park should be treed to provide shade, reinforce ecological activities, and enhance the urban tree canopy. Existing trees should be protected and maintained. The Central Park should generally be open and unprogrammed to maximize flexibility as a community gathering space, and to accommodate a mix of passive and active uses, including activities for all seasons and people of all ages and abilities. Impervious surfaces should be limited where they do not serve a functional role, and low impact development should be used to address stormwater directly on site. All landscaping should be native, draught-resistant species suitable for Zone 6A climatic conditions.

SHADOW IMPACTS/MICROCLIMATE

Reduce shadow impacts within the public realm by breaking up larger buildings, and incorporating setbacks, stepbacks and angular planes to reduce the building massing. Large, flat roof areas should accommodate a mix of high albedo materials, green roofs and/or solar panels.

APPROPRIATE TRANSITION

Create context-sensitive development that is appropriately scaled to adjacent neighbourhoods through building typologies and strategies such as angular planes, setbacks, and stepbacks. Townhouses should be provided on the east side of Crossen Street to transition appropriately (i.e. back-yard to back-yard) to the existing residential dwellings. A 7.5 metre rear-yard setback should be provided to ensure usable rear-yards and an appropriate separation distance between dwellings.

STREET FRONTAGE

Design building elevations to incorporate variation in façades and building materials to create a varied and interesting streetscape. Set back buildings on Spring Street to create a minimum boulevard width of 6 metres to accommodate street trees, significant landscaping, public art, and spill-out uses. Set back buildings on Ball Street, Furnace Street and Clare Street to reflect the local street cross section on page 86.

AMENITY SPACE

Create attractive and comfortable amenity space through internal courtyards (either at grade or on top of decked parking). These courtyards should support local agriculture (i.e. community gardens, urban bees), and opportunities to address stormwater on site (i.e. rain gardens, native landscaping, cisterns).

CORNER UNITS

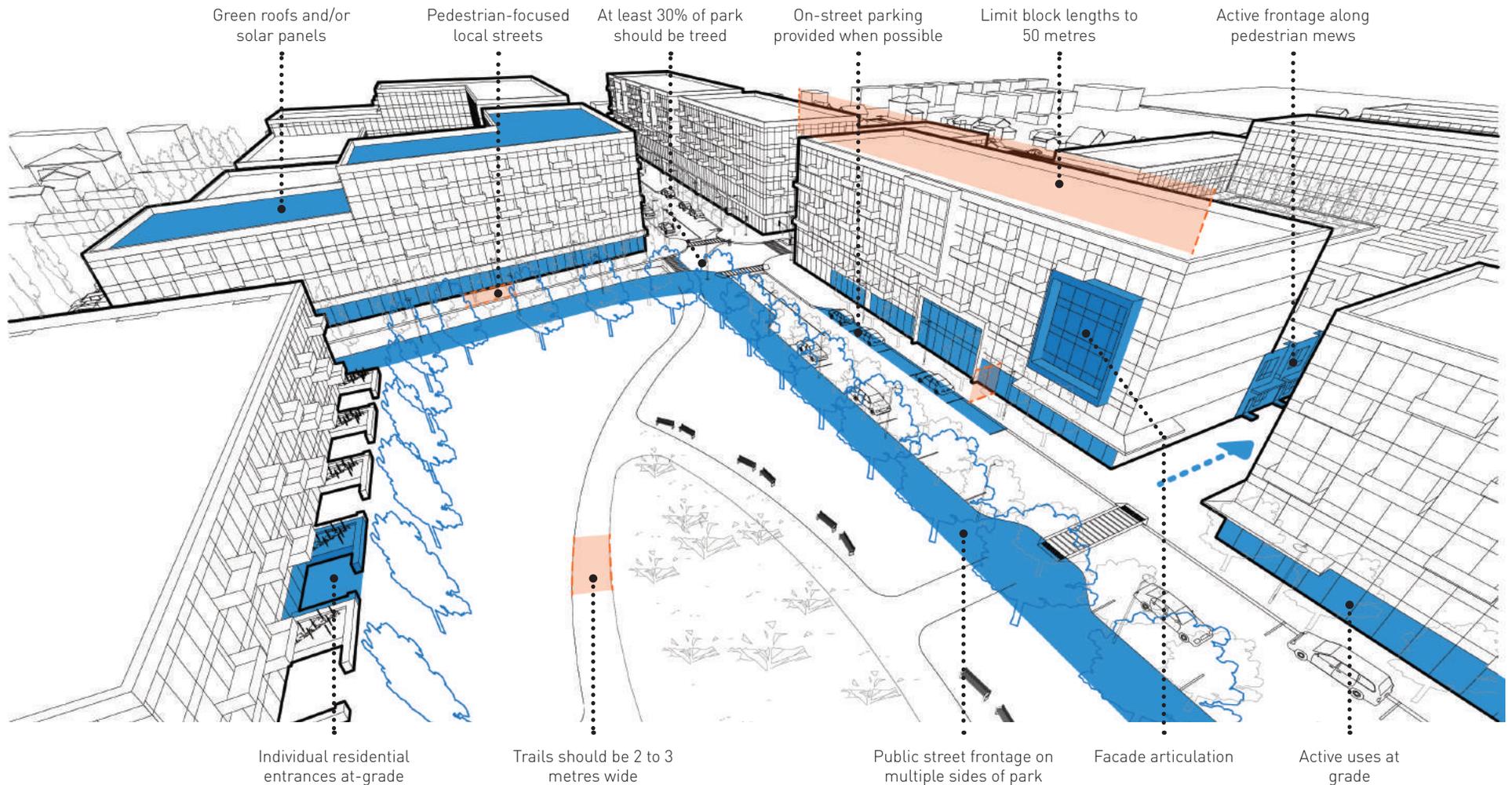
Orient primary façades of corner units to frame edges and address facing streets through high-quality design that is engaging and establishes an active relationship with the street.

INTEGRATED PARKING

Parking should be provided either underground, or within above-grade decks that are framed by active uses at the street edge. Access to parking, servicing and loading should be provided from Ball Street, Furnace Street, Clare Street or an internal mews, and should be well-integrated into the building design and screened from view where possible. On-street parking should be provided wherever possible. All parking areas should accommodate car-share services, electric vehicle charging stations, and bicycle locks, storage and repair facilities.

POROUS BLOCKS

Building lengths should be limited to 50 metres to allow for frequent pedestrian routes through buildings, whether by means of mews, or above-grade mid-block connections, public lobbies, or pedestrian-friendly driveways. Where a mews is provided, it should be lined with active uses, such as townhouse dwellings. Spacing between buildings should be a minimum of 11 metres to ensure privacy. In the Central Park, trails should augment and align with adjacent pedestrian routes, and should be 2 to 3 metres wide.



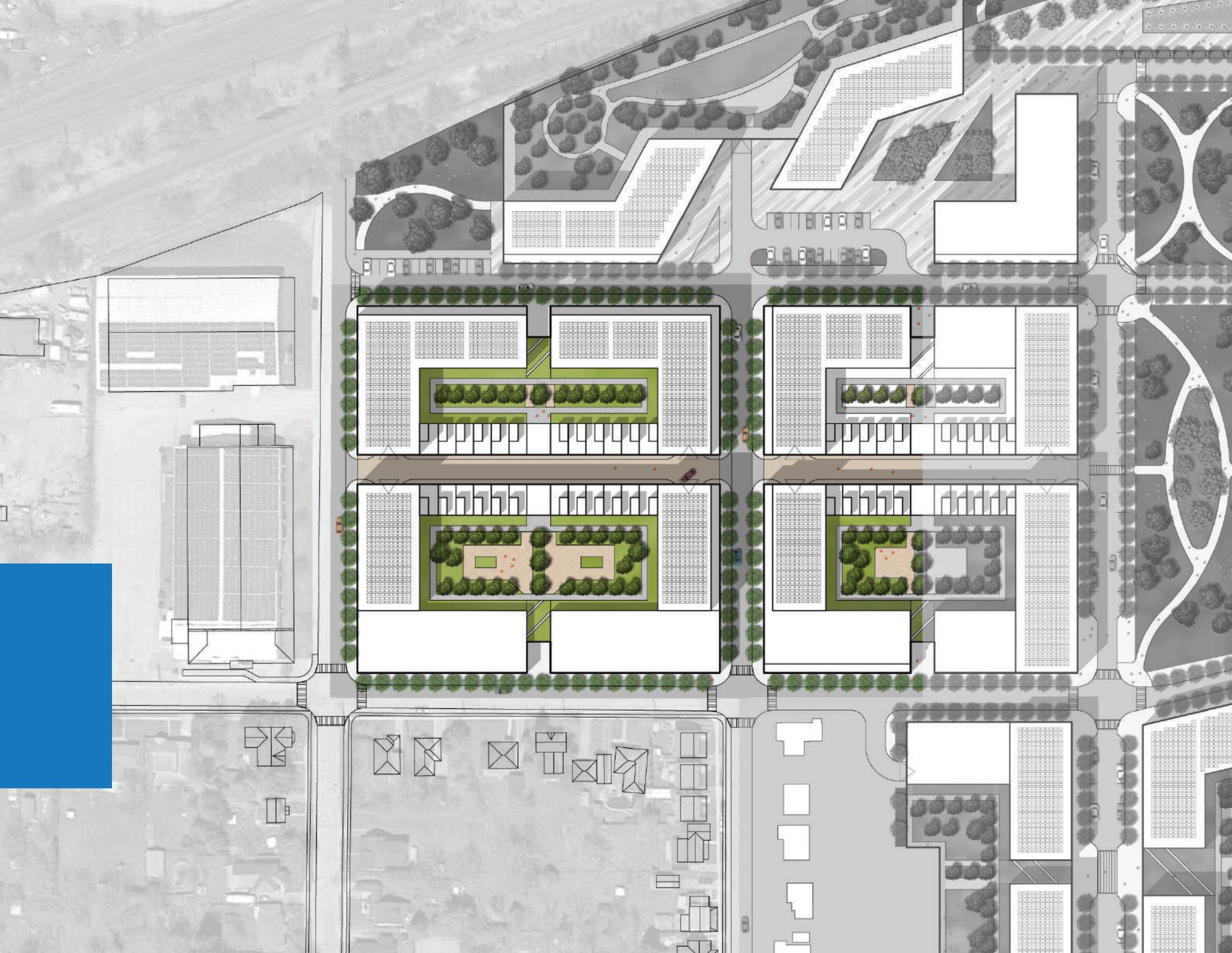
6.3 INNOVATION HUB

The northwestern portion of the Tannery District will form the Innovation Hub Character Area, encouraging active uses along Furnace Street, Ball Street, Clare Street and Victoria Street. The existing stable employment uses will continue to function as long as they are viable, at which time the area will transition to a combination of mid and high-rise buildings accommodating both office and residential uses.

In the long-term, employment uses will generally be located within the podiums of the buildings (including live/work units where the market permits) framing the surrounding streets and creating a vibrant pedestrian realm. The buildings will be of a mid-rise and high-rise character, creating a diversity of built forms that provide for a range of potential tenants. Above the podiums, residential uses are encouraged to provide a diversity of housing types in the Tannery District, promote activity throughout the day, and ensure safety through casual surveillance. It is anticipated that hybrid uses will be explored throughout buildings in the Innovation Hub, including live/work and studio spaces where the market permits.

A continuous mews is provided through the Innovation Hub to increase permeability and provide opportunities for townhouse style live/work units (transitioning to traditional townhouses in the Community Core). The low-rise character of the townhouses provides a contrast to the higher-density buildings and creates a more human-scaled character along this important community connection.

The Innovation Hub Character Area includes both residential and employment uses that will help establish the Tannery District as a truly mixed-use community.





Bench Accounting, Vancouver, Canada - Credit: Ema Peter

FLEXIBLE EMPLOYMENT BUILDINGS

Designed to reflect the industrial history of the Tannery District, loft-style buildings in the Innovation Hub will accommodate unique and innovative employment uses in the podium, including shared and co-working spaces. Above the podium, a mix of residential and live/work and studio spaces will promote and encourage affordable opportunities for smaller, local businesses.



45 Main Street, Brooklyn, USA - Credit: Two Trees Management

ROOFTOP AMENITY SPACE

Parking within the Innovation Hub will be accommodated through integrated above-grade parking decks, screened on all sides by active uses. On top of these decks, large outdoor amenity spaces provide opportunities for both residents and employees to relax and engage with nature through rooftop gardens, including active urban agriculture.



Houtsma Site Live/Work Factory, Amsterdam, The Netherlands - Credit: Luuk Kramer

AT-GRADE STUDIO/WORKSHOPS

To activate streets in the Innovation Hub, and create a unique and engaging pedestrian experience, studio and workshop spaces will be encouraged on the ground floor along Furnace, Ball and Clare Streets (where the market permits). These spaces, which can double as retail stores, will allow artisans and craft persons to engage with patrons, demonstrate their creative process, and host public workshops and training.



Washington University Student Housing, St. Louis, USA - Credit: Matt Marcinkowski

LIVE/WORK MEWS

West of the Spring Street Core, the mid-block mews transitions to a live/work character to provide opportunities to further animate the mews throughout the day, and to reinforce the mews as a public space for all residents and visitors to the Tannery District. As a more affordable option for retail space, these units will support and encourage local artists and entrepreneurs.

KEY DESIGN GUIDELINES FOR THE INNOVATION HUB

MIX OF USES/BUILT FORM

Provide an appropriate range of primary and supportive uses to foster innovation in the Character Area, particularly offices and live-work units (where the market permits). Daycares, fitness centres, and community services at grade should support the daily needs of workers in the area employment uses. The design and massing of buildings should generally reflect a more employment character, with loft style residential uses (where provided) to distinguish the area's unique role in the Tannery District.

FRAME THE STREETS

Design and mass buildings to frame and address University Avenue, Ball Street, Furnace Street and Victoria Avenue. Taller building elements should be located away from Furnace Street to be sensitive to adjacent residential uses.

ANIMATED GROUND FLOOR

Integrate active uses at the ground level including offices, studios, reception areas, and accessory retail uses (i.e. cafes) where the market permits. Where residential is provided at grade, individual unit entrances are recommended and additional 3.0 metre setbacks are encouraged to provide a privacy transition and opportunities for front-yard landscaping. Building heights at the ground level should be 4.5 metres to accommodate active uses and internal storage and servicing.

SHADOW IMPACTS/MICROCLIMATE

Reduce shadow impacts within the public realm by breaking up larger buildings, and incorporating setbacks, stepbacks and angular planes to reduce the building massing. Large, flat roof areas should accommodate a mix of high albedo materials, green roofs and/or solar panels.

APPROPRIATE TRANSITION

Create context-sensitive development that is appropriately scaled to adjacent neighbourhoods through building typologies and strategies such as angular planes, setbacks, and stepbacks.

INTEGRATED PARKING

Parking should be provided either underground, or within above-grade decks that are framed by active uses at the street edge. Access to parking, servicing and loading should be provided from Victoria Street, Ball Street, or an internal mews, and should be well-integrated into the building design and screened from view where possible. On-street parking should be provided wherever possible. All parking areas should accommodate car-share services, electric vehicle charging stations, and bicycle locks, storage and repair facilities.

AMENITY SPACE

Create attractive and comfortable amenity space through internal courtyards (either at grade or on top of decked parking). These courtyards should support local agriculture (i.e. community gardens, urban bees), and opportunities to address stormwater on site (i.e. rain gardens, native landscaping, cisterns).

STREET FRONTAGE

Design building elevations to incorporate variation in façades and building materials to create a varied and interesting streetscape. Set back buildings on Ball Street, Furnace Street and Clare Street to reflect the local street cross section on page 86.

CORNER UNITS

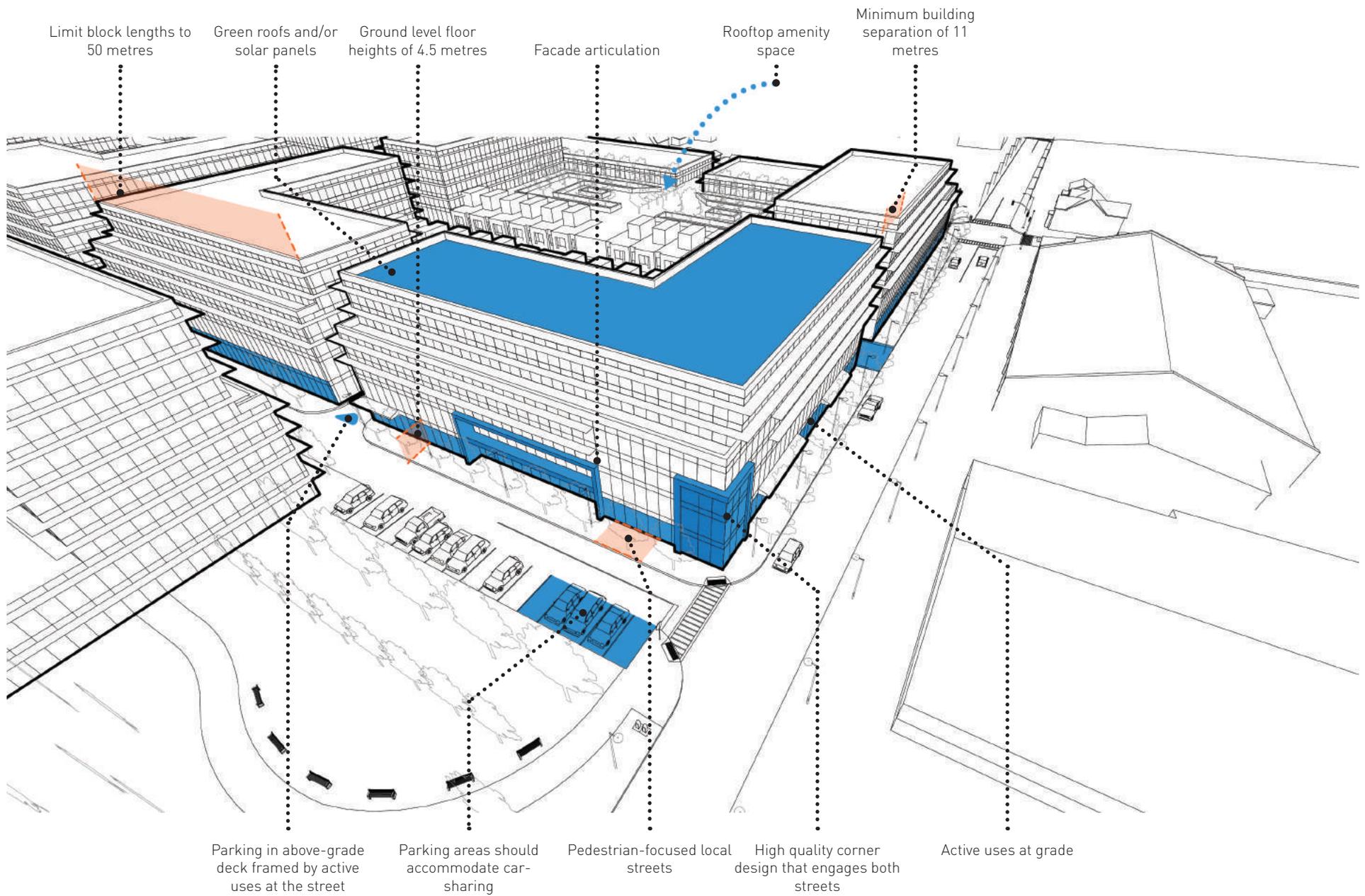
Orient primary façades of corner units to frame edges and address facing streets through high-quality design that is engaging and establishes an active relationship with the street.

TRANSITION BETWEEN BUILDING TYPES

Design and locate new buildings to maintain the character of existing streetscapes through strategies such as staggered setbacks, reduced building heights and transitional typologies.

POROUS BLOCKS

Building lengths should be limited to 50 metres to allow for frequent pedestrian routes through buildings, whether by means of mews, at or above-grade mid-block connections, public lobbies, or pedestrian-friendly driveways. Where a mews is provided, it should be lined with active uses, such as live/work units. Spacing between buildings should be a minimum of 11 metres to ensure privacy.



6.4 RAIL CORRIDOR PARK

The Rail Corridor Park is located along the northern boundary of the Tannery District, north of Clare Street and Princess Street. The Rail Corridor Park Character Area consists predominantly of a 6-10 metre public linear park within a portion of the required 30 metre rail corridor setback (and subject to requirements for rail corridor barriers/berms). Limited high-density residential uses are located in the southwest portion of the Character Area, adjacent to this linear public park space, and it is anticipated that they will locate external amenity space adjacent to the linear public park space to further activate and animate this space. Where possible, the Town should negotiate with developers to secure POPS adjacent to this public linear park space. The existing industrial building is also included in the Rail Corridor Park area, and will be adaptively re-used for a range of community uses.

The interconnected network of greenspaces along the rail corridor provides opportunities for recreation, leisure, and respite to residents and visitors to the District. Walking trails link the various parkland features with each other, as well as surrounding streets and land uses. Limited surface parking facilities are provided to allow for appropriate vehicular access to the park network, to support accessory commercial and retail uses, and to facilitate car-share operations.

High-rise buildings, including both employment and residential uses will be concentrated along the rail corridor and carefully integrated into the park blocks, contributing to the range of housing and employment opportunities in the District. These uses will generally be oriented to Clare Street to the south, with pedestrian connections between the buildings.

The Rail Corridor Park Character Area makes use of the required rail corridor setback to provide residents and visitors of the Tannery District with a wealth of opportunities for recreation, leisure, and respite.





383 Sauroren, Toronto, Canada - Credit: Gairloch

ICONIC ARCHITECTURE

The tallest buildings in the Tannery District will be located along the Rail Corridor Park and will be designed and massed to create a strong architectural character and to reinforce a distinct and exciting skyline. These buildings reflect a tower character, allowing space between, and accommodating a significant amount of public space at the base of each building.



Sinergia Cowork Palermo, Montevideo, Uruguay - Credit: Marcos Guiponi

ADAPTIVE-REUSE COMMUNITY CENTRE

The existing industrial shed on Princess Street will be adaptively re-used as a community space, and a focal point and information hub for many of the sustainability efforts in the Tannery District. With a mix of dedicated and flexible spaces, as well as a large outdoor plaza, this building will host community meetings, festivals and events, exhibitions and classes and training sessions.



Gleisdreieck Park, Berlin, Germany - Credit: Julien Lanoo

CONTINUOUS LINEAR PARK

Within a portion of the required 30 metre landscaped buffer along the rail corridor, and spilling out onto Princess and Clare Street, a large linear park provides unique outdoor amenity space, and facilitates safe and direct connections to the Via Rail station. With a mix of hard and softscaped elements, the Rail Corridor Park can accommodate a range of formal and informal activities. Adjacent private development is encouraged to locate outdoor amenity areas adjacent to this linear park, and where appropriate, directly connected through POPS. Grade-level parking garages with amenity space above may also be appropriate to provide continuous open space while creating a significant noise buffer from the railway uses. Detailed design should include other measures (i.e. berming, acoustic fencing) to mitigate noise as required.



Fonte Nova Square, Lisbon, Portugal - Credit: Fernando Guerra

FLEXIBLE PUBLIC PLAZAS

Large privately-owned public spaces on Clare Street enhance permeability and allow residents and employees to gather and socialize. At the base of these buildings, retail uses (i.e. cafes, restaurants) will spill into the plazas, creating excitement and activity. At the re-used industrial building, an interactive water feature creates a fun destination while bringing nature into the Tannery District.

KEY DESIGN GUIDELINES FOR THE RAIL CORRIDOR PARK

MIX OF USES/BUILT FORM

Provide a range of uses, including both office and residential west of Ball Street, and residential and community uses east of Ball Street. Accessory uses, such as retail, day cares, fitness centres, and community services are encouraged at grade throughout the Rail Corridor Park. Reflecting the existing industrial shed, built form should reflect a more tower character with significant space to accommodate significant outdoor amenity areas. As some of the tallest buildings in the Tannery District, buildings within the Rail Corridor Park should be designed and massed to create a distinct and attractive skyline.

POROUS BLOCKS

Regular connections should be provided between buildings to maximize permeability, provide access to the Rail Corridor Park, and to promote and encourage active transportation. Spacing between buildings should be 11 metres to ensure privacy. Where buildings are not directly fronting onto a public street, provide clear, open, and direct pedestrian connections to public streets and vehicle parking areas.

CREATE A LINKED PARK NETWORK

Provide a large, continuous linear park within the required rail corridor setback through a mix of public park space, private amenity areas, and POPS. The park should accommodate a range of uses and should generally reflect more transient users and informal activities. Establish pedestrian connections between buildings, including large plazas, to enhance permeability and ensure accessibility. The Rail Corridor Park should provide continuous connections to/from the Central Park and adjacent mid-block connections to create a continuous circulation network from the Tannery District to the Cobourg VIA Rail Station.

FRAME THE PUBLIC REALM

Design and mass buildings to frame and address Clare Street, Princess Street and Spring Street, as well as public plazas. On the north side, buildings should be carefully designed to interface with the linear park.

ACTIVATE AND ENGAGE THE PARK

At least 30% of the Rail Corridor Park should be treed to provide shade, reinforce ecological activities, and enhance the urban tree canopy. Existing trees should be protected and maintained. Outdoor exercise equipment and innovative children's play structures are recommended at regular intervals to promote active, healthy living.

Impervious surfaces should be limited where they do not serve a functional role, and low impact development should be used to address stormwater directly on site. Buildings should frame and interact with the park by ensuring ample window fenestration and avoiding blank walls facing the park. At-grade units should have active uses fronting the park. All landscaping should be native, draught-resistant species suitable for Zone 6A climatic conditions.

ANIMATED GROUND FLOOR

Integrate active uses at the ground level including offices, studios, and reception areas west of Ball Street, and individual unit entrances where residential uses are provided east of Ball Street. Where residential units are proposed, additional 3.0 metre setbacks are encouraged to provide a privacy transition and opportunities for front-yard landscaping. Building heights at the ground level should be 4.5 metres to accommodate active uses.

SHADOW IMPACTS/MICROCLIMATE

Reduce shadow impacts within the public realm by minimizing the building footprint, carefully orienting the building, and ensuring significant space between buildings. Setbacks and stepbacks are encouraged to reduce the building massing. Large, flat roof areas should accommodate a mix of high albedo materials, green roofs and/or solar panels.

APPROPRIATE TRANSITION

Create context-sensitive development that is scaled to adjacent neighbourhoods through building typologies and strategies such as angular planes, setbacks, and stepbacks. Along the rail corridor, provide berming and/or acoustic fencing to mitigate noise impacts.

INTEGRATED PARKING

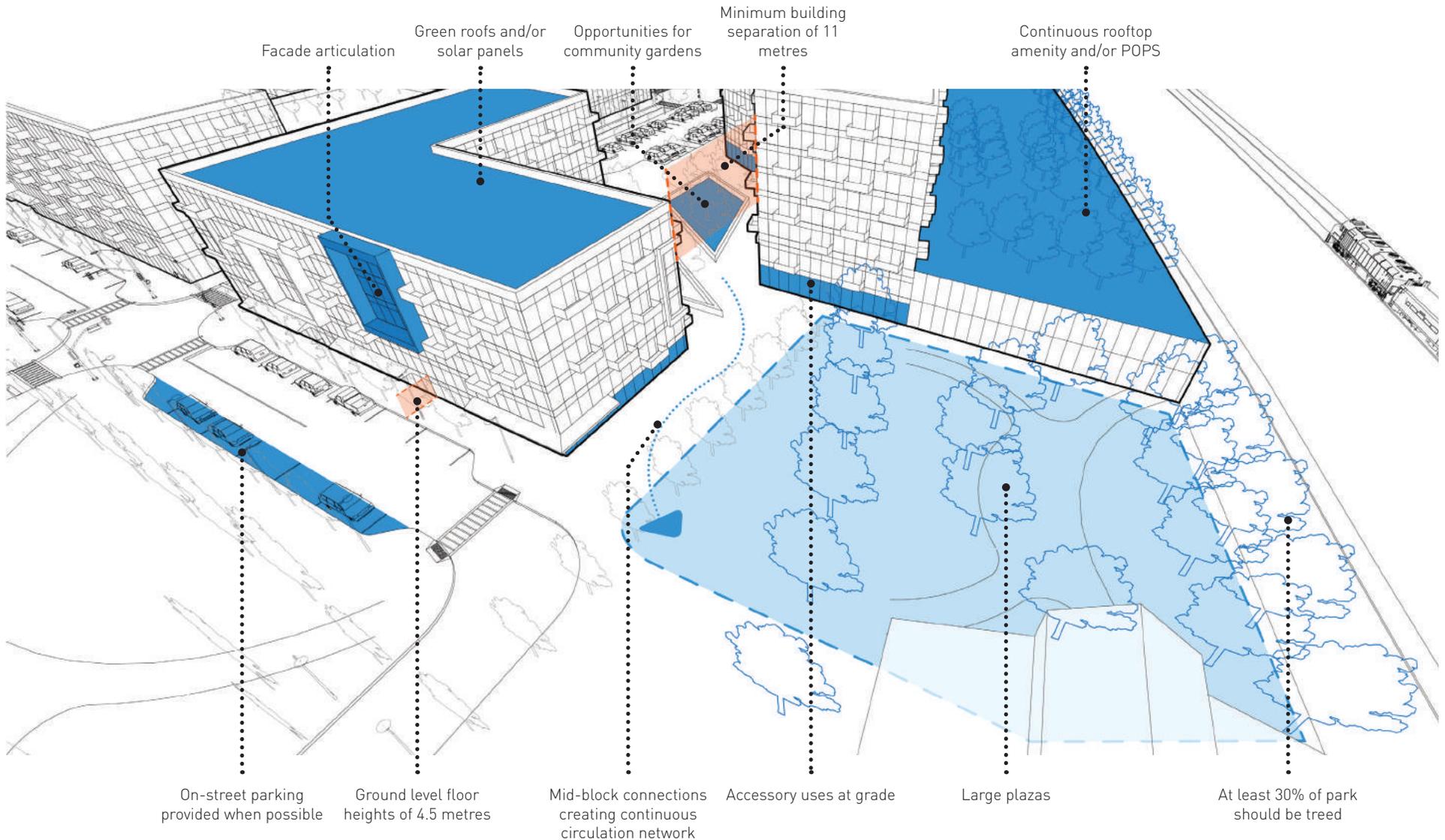
Parking may be provided in parking structures within the rail corridor setback. In such cases, rooftop amenity space is encouraged and should be designed as a continuous component of the park itself, or as POPS accessible from grade level. Access to parking, servicing and loading should be provided from Clare Street and should be well-integrated into the building design and screened from view where possible. On-street parking should be provided wherever possible, including opportunities for convenient surface lots. All parking areas should accommodate car-share services, electric vehicle charging stations, and bicycle facilities.

STREET FRONTAGE

Design building elevations to incorporate variation in façades and building materials to create a varied and interesting streetscape. Set back buildings on Clare Street to reflect the local street section on page 86.

CORNER UNITS

Orient primary façades of corner units to frame edges and address facing streets through high-quality design that is engaging and establishes an active relationship with the street.



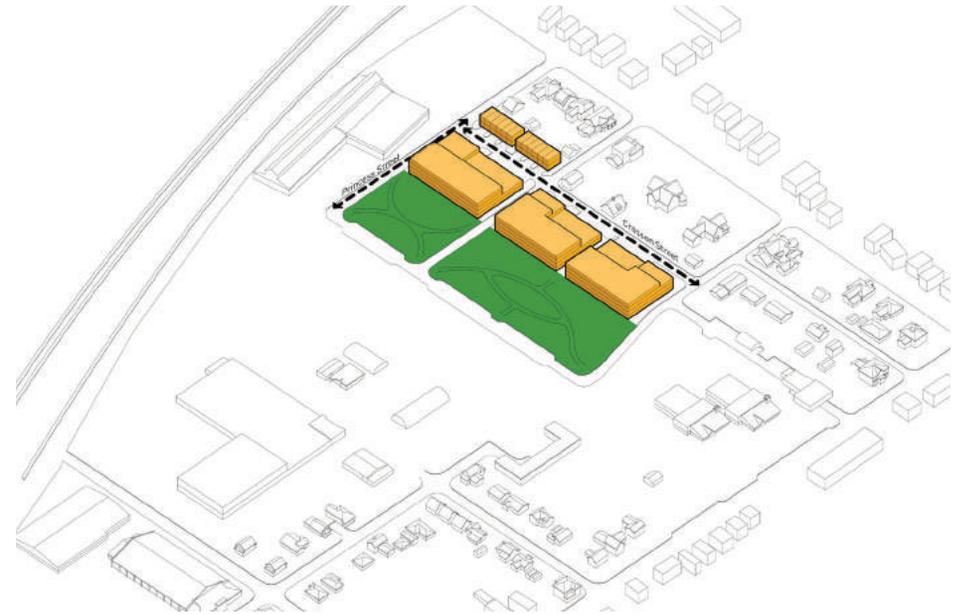
7.0 Implementing the Plan

The success of the Tannery District Sustainable Neighbourhood Master Plan in positively shaping new development, and in achieving the principles of One Planet Living, is directly related to embracing and adopting a clear and complete implementation process. This includes the application of a detailed (but flexible) phasing plan to guide investment over the short, medium and long-term. Equally as important is the proactive amendment of existing policies and processes to remove barriers to new development, particularly where it aligns with the vision for the Tannery District and supports the principles of One Planet Living. As the plan is implemented, ongoing efforts will be required to secure partnerships and opportunities for funding, promote education and awareness, and update the Town's operations and maintenance practices. The success of the plan, and ability of new development to achieve the desired targets, should be monitored and updated and amended as needed.

7.1 PRIORITIES AND PHASING

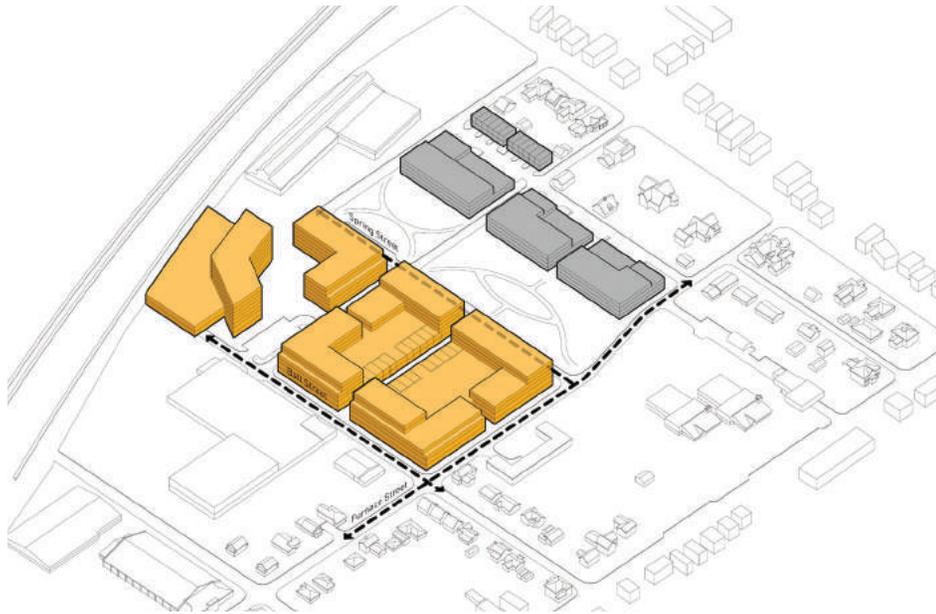
New development in the Tannery District will occur incrementally over an extended period of time (i.e. 20 years+), driven by market realities, levels of public investment, and the priorities of individual landowners. The success of the project will depend on well-timed build-out of the proposed development blocks to appropriately incentivize future development and ensure that public investment remains financially sustainable.

The Phasing Plan illustrates a possible chronology of development in the Tannery District. The phasing shown is only one of many possible ways that development may proceed, but highlights the anticipated general sequence of development. The Phasing Plan does not preclude the implementation of alternative phasing sequences provided they are undertaken in an orderly and well-planned manner in keeping with the goals, objectives and policies the Tannery District Secondary Plan and Master Plan



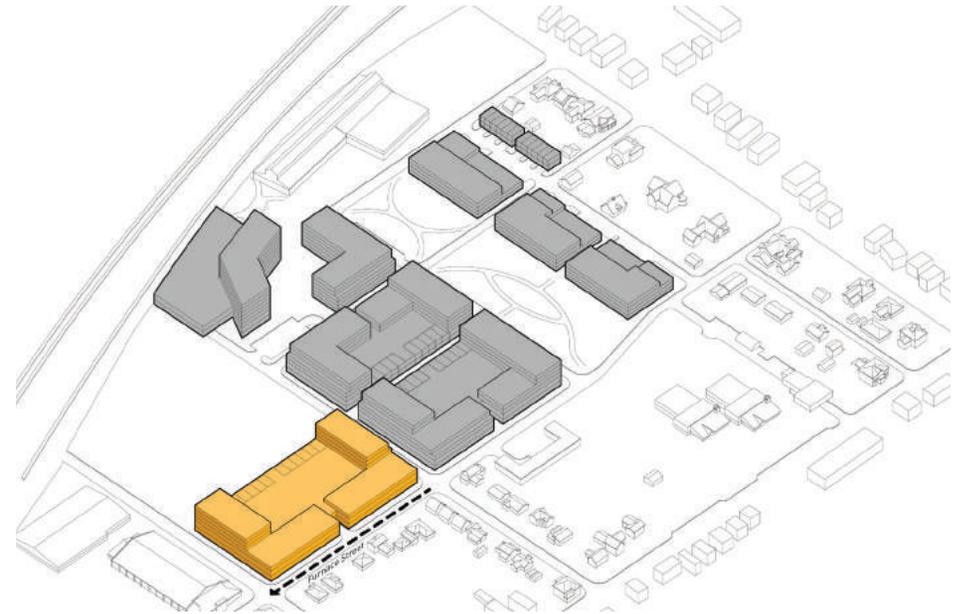
PHASE 1:

The portion of the Tannery District east of Spring Street, between Alice Street and Princess Street, is envisioned as the first phase of development in the Tannery District. As the owner of this land parcel, the Town of Cobourg can explore opportunities to partner with a developer to ensure control over the initial phase of development in what is planned to be the central core of the Tannery District. The location along Spring Street is at the centre of the new community, and will include a large centrally-located park that will serve as an anchor for the public realm and a destination for both early residents and visitors. In addition, this park can promote excitement around the Sustainable Neighbourhood Master Plan by providing a ‘quick win’ and demonstrating to the public that exciting things are happening. The Phase 1 lands feature residential uses, which can gradually be populated and begin to create the market conditions for commercial uses to thrive in future phases. These new residences will enjoy convenient access to the VIA Rail station to the north, as well as other amenities in the downtown and surrounding community. Initial access to these buildings can be provided from an upgrade Princess Street and Crossen Street.



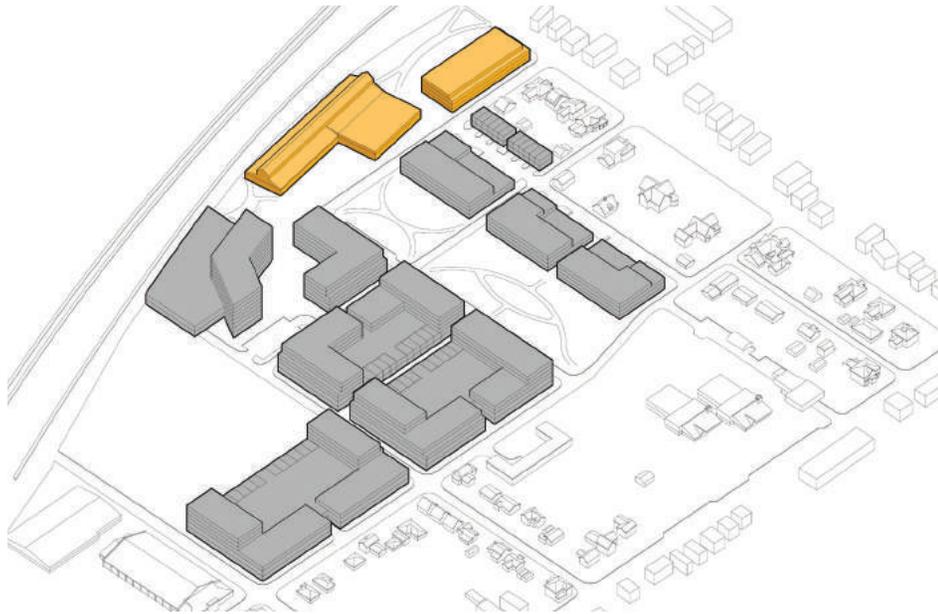
PHASE 2:

The planned residential development blocks west of the Spring Street corridor and east of Ball Street, as well as the initial phases (including private amenity space and/or POPS) of the Rail Corridor Park, are envisioned to develop as the second phase of build-out. By developing along the west side of Spring Street, new development will frame the central corridor and Central Park and begin to form a completed streetscape along Spring Street. The buildings along the rail corridor are some of the tallest within the Tannery District and will provide a critical mass of residents and employees early in the development. While some of the lands in Phase 2 are currently occupied by employment uses under private ownership, the principal land use is outdoor storage, which is typically easier to redevelop with minimal disruption to existing operations. Consequently, early development of these blocks is expected to be attractive for landowners following the public investment to the east. At this stage, the extension of Spring Street, Princess Street, Ball Street, and Alice Street can be initiated to provide access and to begin to establish a grid network and public destinations.



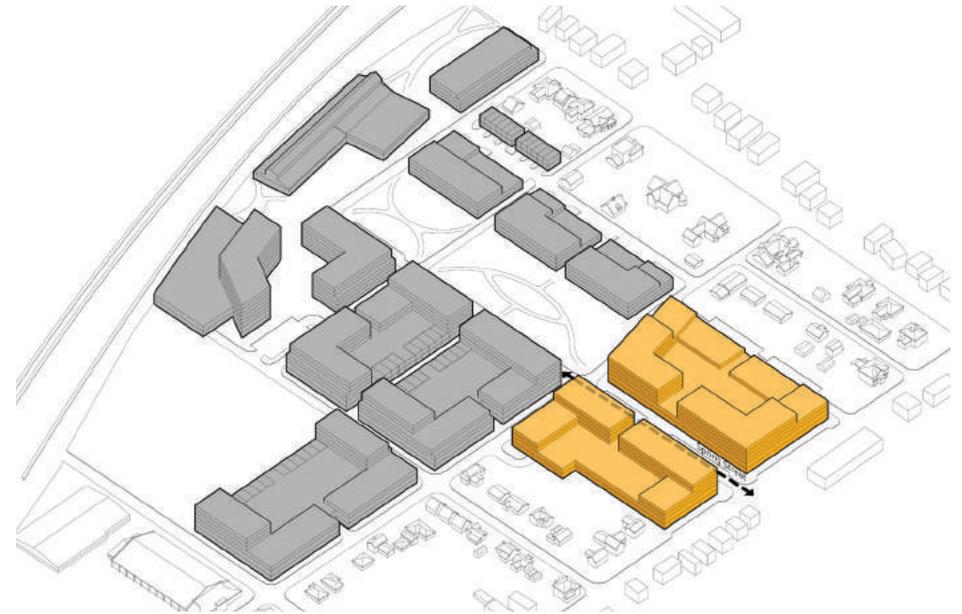
PHASE 3:

The western portion of the Tannery District is currently an established employment site, and is anticipated to maintain its employment function for as long as it is feasible. While this block may develop concurrently with Phase 2, the expectation is that the employment and live/work focused hub will develop more gradually on these lands as the residential population increases to support them. As the Phase 3 lands are developed the historic employment character will be reinforced at the edge of the Tannery District. Upgrades and improvements to Furnace Street will provide access to this area and a positive street frontage.



PHASE 4:

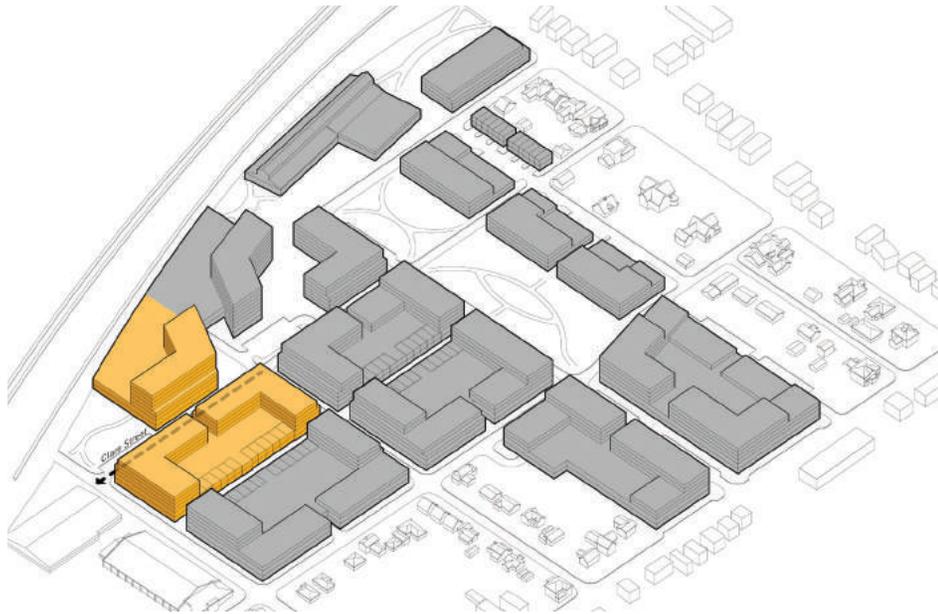
The northeastern portion of the Tannery District is envisioned to be developed as Phase 4. The adaptive re-use of the existing industrial building, and the extension of the Rail Corridor Park (from Phase 2), would integrate this area into the community and provide a significant destination to support social and cultural events. With the completion of Phase 4, a continuous pattern of development would extend for the entire length of Spring Street, anchoring both ends of the Tannery District. The north-south linkage would also complete a safe and attractive route to the VIA Rail station, enabling better access to inter-city transportation for new residents of the Tannery District.



PHASE 5:

The development block bounded by Bond Street to the east, Furnace and Alice Street to the north, Ball Street to the west, and University Avenue West to the south is envisioned as Phase 5 and will establish the face of the Tannery District on University Avenue, as well as the retail core of the neighbourhood. Following the build-out of Phases 1 and 2 to the immediate north, the development of Phase 5 completes a continuous streetscape along Spring Street, integrating the Tannery District with the surrounding community, and drawing on the critical mass of people from the previous phases to support the grade-related retail. As the owner recently made significant investments in this property, the Phase 5 lands are anticipated to develop once property values warrant the full redevelopment of the car dealership.

Development of this final southern parcel completes the Spring Street corridor and the primary community gateway, and will balance the creation of new residential and employment uses in the Tannery District.



PHASE 6:

The northwest portion of the Tannery District represents the final phase of development, as it contains an existing employment use that is expected to maintain operations for as long as is financially viable, and because it includes the tallest office buildings on site which will need to ensure proper market conditions exist. In addition, this phase includes the completion of the Rail Corridor Park (including private amenity space and/or POPS) to the west which may be offset by accommodating additional height. The extension of Clare Street, and updates and improvements to Victoria Street, will complete the street network.

7.2 POLICY AND PROCESS AMENDMENTS

While the Sustainable Neighbourhood Master Plan establishes general direction for development in the Tannery District, the Town of Cobourg will implement the directions through a suite of planning documents, tools, and practices. Implementation strategies range from high-level policies to detailed standards.

SECONDARY PLAN

The key directions of this plan will be translated into a new Tannery District Secondary Plan, to be incorporated into the town's Official Plan. The Secondary Plan will establish priorities and focused policies for land use and development, supported by targets and measurable metrics.

The Secondary Plan will include a Schedule establishing land use designations, aligned with the land uses identified in the Sustainable Neighbourhood Master Plan. The supporting text will establish corresponding policies for each designation, including permitted uses, building heights, and general character and guidelines. For areas of the Master Plan that may be appropriate for additional height, the Secondary Plan will provide guidance on opportunities to permit additional height where specific elements (or specific targets) of the Master Plan are achieved and/or exceeded.

DEVELOPMENT APPLICATIONS/PROCESS

Development blocks and public infrastructure such as street rights-of-way and public parks may be created through Plan of Subdivision, a series of parcel conveyances through Consent (i.e. lot consolidations, lot additions, etc.), and/or transactions involving the Town (whereby no Consent is required). As private landowners prepare to redevelop their landholdings, they will be required to submit appropriate applications to permit the required development blocks and infrastructure.

Once development blocks are created, a Part Lot Control application can create individual properties for development within the block. The Part Lot Control process will be particularly important for the development of freehold townhouses and other small-scale buildings.

ZONING BY-LAW AMENDMENT

To implement the Secondary Plan policies, Town Council will enact a corresponding Zoning By-law Amendment for the Tannery District. Assigning new zones to the component properties will enshrine in law the intended development forms established in the Sustainable Neighbourhood Master Plan and Secondary Plan.

Zoning on the properties will permit select land uses envisioned in the policy designation, as well as establishing performance standards. Examples of standards include:

- / Maximum building heights
- / Lot coverage
- / Building setbacks
- / Minimum / maximum parking requirements
- / Landscaping requirements

The amended zoning on the properties may feature a combination of unaltered existing zones, existing zones with site-specific exceptions, or new zones. The specific approach will be approved by Town Council, as outlined in the Secondary Plan.

SITE PLAN CONTROL

In accordance with Town of Cobourg By-law No. 140-86, a Site Plan Control process is required for all non-residential and multi-unit residential development. As enabled by Section 41 of the Planning Act, the Site Plan Control process affords the Town control over the design and layout of development, including building location, landscaping, parking, drainage, pedestrian access, and the public realm, to ensure development meets the intent of the official plan, zoning, and Sustainable Neighbourhood Master Plan, as well as applicable guidelines.

A Site Plan Control process culminates in a Site Plan Agreement between the landowner and the Town of Cobourg, which establishes conditions of approval and applies securities for works on public and private lands.

7.3 OPERATIONS AND MAINTENANCE

TANNERY DISTRICT COMMUNITY IMPROVEMENT PLAN

To implement and fully achieve the vision established in this Sustainable Neighbourhood Master Plan, private landowners must be sufficiently incentivized to redevelop their properties. Section 28 of the Planning Act allows for municipalities to prepare Community Improvement Plans (CIP) to create development incentives or improvement programs. A CIP for the Tannery District was prepared in 2009.

Building on the existing CIP and subject to a detailed study (see section 7.5), the Town of Cobourg may consider amending the existing Plan to further enhance existing incentive programs. Alternatively, the Town may elect to prepare a new CIP with customized incentive programs to suit the direction in the Sustainable Master Plan.

ENGINEERING STANDARDS

The Town of Cobourg is currently updating its engineering standards, and it is recommended that particular consideration be given to permitting the more unique elements of the Tannery District design. In particular, an alternative Local Street section should be considered that reflects the intent of the cross-section identified on Page 86 within the minimal required right-of-way width. Should a developer desire a right-of-way width that is narrower than the Town's minimal standard (i.e. to reflect the optimal configuration on Page 86), it is recognized that the street may be required to remain as a common element under private ownership and maintenance.

Similarly, updates to the Town's engineering standards should prioritize Low Impact Development over traditional forms of stormwater management, and to permit increased soft landscape infiltration and reduced hard stormwater infrastructure. New standards for infrastructure, including those tested and supported by local conservation authorities, will enable the more innovative sustainability components of the Sustainable Neighbourhood Master Plan.

The infrastructure and public realm elements envisioned for the Tannery District will require regular maintenance by Town of Cobourg Staff, and the more innovative infrastructure elements proposed may require new approaches. For example:

- / Alternative right-of-way configurations may afford less space for servicing infrastructure, street trees, street furniture, and other items. Staff must be cognizant of new arrangements when maintaining infrastructure, as there may be an increase in physical overlap between elements. In particular, operators may need to adjust snow removal and maintenance or emergency vehicle access practices to respond to alternative street configurations.
- / New paving practices may require new forms of, and approaches to, maintenance and the purchase of new materials and equipment. Specifically, snow removal practices may require alterations where unique paving materials are proposed. On local roads, snow may be temporarily stored on bump-outs and within the first 0.6 metres of the pedestrian clearway as needed. However, the Tannery District should be a high priority for off-site snow storage.
- / Street landscaping and public parks will be maintained by the Town of Cobourg, and may require a familiarity with new species or features. For example, maintenance of public swales and gardens will require different approaches than in other public rights-of-way. Other Low Impact Development infrastructure may also require specialized approaches to operations and maintenance. However, once established, these features should require limited ongoing maintenance as they are inherently drought resistant and low maintenance.

It is recommended that the Town prepare a comprehensive Implementation Plan to provide strategic direction and actions required by the Municipality over the build-out of the Tannery District to plan for and address the medium and long-term operations and maintenance requirements (i.e. funding, staffing, equipment, standards and practices, timing, etc.). The Town could explore opportunities to cover the costs of increased operations and maintenance through amendments to the existing development charges process.

7.4 EDUCATION AND AWARENESS

The recommendations of the Sustainable Neighbourhood Master Plan will result in streets, building forms, and public open spaces that are new to Cobourg, and may result in push-back from both the development community and the public. The Town of Cobourg should initiate a public education campaign to acquaint members of the community to new aspects of the Tannery District. For example, an educational pamphlet can be prepared for developments to clearly indicate the benefits of new approaches, and how it can positively impact their pro-formas. For the public, a comprehensive educational campaign, including both temporary and permanent signage, pamphlets, and community events can be used to raise awareness of different elements of the plan as they are implemented.

7.5 FUTURE STUDIES AND DETAILED DESIGN

INCENTIVES PROGRAM

Section 7.2 recommends that the Town revisit and amend the existing Community Improvement Plan (2009) to create new incentives that respond to the Sustainable Neighbourhood Master Plan. Prior to this, it is recommended that the Town undertake extensive interviews with the development community to determine the incentives (and other elements) that would resonate the strongest based on the local planning and policy context. This information will be vital in preparing a successful Community Improvement Plan.

EMPLOYMENT LANDS STUDY

The Tannery District Master Plan recommends the conversion of existing Employment lands to a mix of residential and employment uses, including offices, live/work and studio spaces. A preliminary analysis by AltusGroup concluded that: the lands are not required to satisfy the Town's employment requirements; there is a need for conversion; and, the conversion will not impact the Town's ability to meet employment projections. It is recommended that a comprehensive analysis of the Employment Area be undertaken prior to any conversion, particularly to reflect where the market is as the time of redevelopment (these areas are identified as later development phases), and to specifically respond to the proposed uses of the Master Plan.

COMMERCIAL AND RETAIL STRATEGY

The Tannery District Master Plan proposes the creation of a mixed-use core along Spring Street and University Avenue, including the integration of at-grade retail uses, and the adaptive re-use of the existing industrial shed to provide unique community space with a range of retail elements. It is identified throughout the Master Plan that commercial uses in the Tannery District should be carefully considered to ensure they augment, rather than detract from the downtown, and the established Cobourg Farmer's Market. A Commercial and Retail Strategy is recommended, based on the proposed development, to determine that amount and type of commercial and retail uses that are feasible.

CULTURAL HERITAGE REVIEW

Building on the Town-wide Heritage Master Plan (2016), which identified a number of properties in the Tannery District as having cultural heritage interest, a detailed Cultural Heritage Review is recommended to specifically explore the value of the elements, if/how they should be preserved, and what opportunities exist to incorporate them back into the redevelopment of the Tannery District through public art, commemoration, education, etc.

PARKING STUDY

The Cobourg Downtown Parking Study (2014) determined that existing parking facilities were sufficient to accommodate peak parking demands in the downtown, and that this existing equilibrium should be maintained with new redevelopment. Given the close proximity of the Tannery District to the downtown, it is recommended that a detailed parking strategy be undertaken for the Tannery District itself, to determine the amount of parking required to support the proposed development. The goals, objectives and target identified in the Master Plan should be a key focus of the strategy, particularly as it relates to active transportation and modal-split.

ENERGY GENERATION, UTILITIES AND SOLAR ORIENTATION

The Sustainable Neighbourhood Master Plan provides a number of recommendations related to energy generation and utilities. Prior to implementation, detailed discussions should be held with Lakefront Utilities to identify features, standards and programming that they would like to see in the area. Specifically, the potential for on-site energy generation (i.e. District Energy) should be explored.

Based on the discussions above, a comprehensive Community Energy Plan should be prepared to enable a broader, and more strategic approach to considering community-scale technologies to reduce the carbon footprint of the community. After the completion of a Community Energy Plan, the Town of Cobourg would be positioned to consider an appropriate strategy to move the Tannery District towards carbon neutrality.

In addition, a Solar Orientation Study should be undertaken to predict the energy that would be generated from the site and to identify the impact that solar would have on the energy profile, as well as other options to drive down emissions. From this, guidelines could be developed to address which rooftops would need to comply, and how amenity space, green roofs and SRI values are considered across the site. Opportunities to fund such a study through government grants (i.e. FCM) should be explored.

MASTER DRAINAGE PLAN/SOIL STUDY

The Sustainable Neighbourhood Master Plan identifies a number of areas where LID technologies are recommended to manage and treat stormwater, and to offset the impacts of increased development. Specifically, the plan targets that 80% of rain water is retained on site, and that 80% of the total suspended solids are removed prior to leaving the site. An overarching Master Drainage Plan should be prepared to ensure these targets are achievable. As part of this, detailed soil testing will be required to determine if the soils can support the proposed LID technologies. A Master Drainage Plan should be jointly funded between all landowners.

SIGNAGE AND WAYFINDING STRATEGY

Intuitive signage and wayfinding will significantly enhance the user experience in the Tannery District, and will help to draw users to on-site amenities, while also directing them to town-wide destinations (i.e. downtown, Cobourg Beach, etc.). A simple, recognizable signage and wayfinding system reinforces a unique character in the Tannery District, reduces confusion around non-standard road typologies and streetscape elements, and enhances safety and security. Both the design and location of signage in the Tannery District also provides a significant opportunity to recognize the local cultural and built heritage context. In addition, opportunities should be explored to utilize digital signage to provide live feedback related to sustainability goals and objectives.

PUBLIC ART STRATEGY

Public art will play a key role in creating a strong sense of place within the Tannery District. The Town should develop an overall Public Art Strategy to guide the selection and siting of public art throughout the Tannery District, both indoor and outdoor. An important opportunity exists to partner with the Art Gallery of Northumberland and/or local artists groups, in the creation of this strategy.

URBAN FARMING PROGRAM

The Sustainable Neighbourhood Master Plan promotes extensive access to community gardens in both the public and private realm, as well as the use of local produce in neighbourhood restaurants. Where residents wish to use locally grown produce for more than personal consumption, an Urban Farming Program should be implemented to clearly identify how they can participate, and to consider all food production in the Tannery District holistically to ensure an organized, safe, reliable and effective process.

7.6 FUNDING AND KEY PARTNERSHIPS

Municipal staff responsible for securing funds to implement the Sustainable Neighbourhood Master Plan (i.e. economic development) should explore all opportunities for funding, including both provincial and federal programs, as well as private agencies (i.e. banks) that invest heavily in green infrastructure projects.

Partnerships with community organizations and the private sector will be critical for the successful implementation of the Sustainable Neighbourhood Master Plan. Community involvement will reduce the resource load for the Town of Cobourg and increase a sense of public ownership over the new spaces and facilities.

The development of Phase 1, including the central park, will require a substantial partnership between the town and a private developer, and should explore a range of incentives, funding mechanisms, and land transfers. As Phase 1, the lessons learned can be used to inform ongoing public-private partnerships as the plan is implemented

Subject to a detailed study, the Town of Cobourg may consider establishing a special Development Charge Area to finance a portion of new infrastructure upgrades in the surrounding networks. Development Charges would be applied upon issuance of Building Permits. This approach would need to be carefully balanced with demand to ensure it does not become a barrier to developers.

SUSTAINABLE ENERGY PROVIDERS

It is anticipated that a significant amount of energy will be produced on site at the Tannery District, and that buildings will be designed and located to minimize their energy requirements. Where sufficient energy can not be produced on site, or until sufficient energy can be produced on site, the Town should explore opportunities for partnerships with a sustainable energy provider (i.e. Bullfrog) and explore opportunities for incentives that may offset some of the cost premiums for developers and residents.

CAR AND BIKE-SHARING SERVICES

It is anticipated that the Tannery District will have a model split that heavily favours alternative modes of transportation, including walk, cycling and transit. In addition to this, car and bike-sharing facilities will be provided throughout the Tannery District in both private buildings, as well as the Central Park, the Rail Corridor Park, and along key streets and surface parking areas. This will further decrease the reliability on the private automobile. Car-share services, such as Zipcar and Car-2-Go are increasingly moving into smaller cities and towns, and the Town of Cobourg should explore opportunities to partner with such a service, including opportunities to incentivize use within the Tannery District (i.e. membership included with purchase of a unit). Given the sustainability focus, the Tannery District would be a good pilot project for such a service prior to determining expansion throughout the town.

LOCAL BUSINESSES

The Sustainable Neighbourhood Master Plan puts great emphasis on having the local business community embrace and champion the objectives of the plan, including the use of local produce, the sale of locally produced goods, and the adoption of non-standard business practices (i.e. a commitment to minimizing packaging). The Town's Economic Development staff will need to establish close relationships with the local business community to ensure new commercial and retail tenants adopt these approaches, including the potential to incentivize retailers that are willing to meet these objectives. Alternatively, the Town could focus on efforts to attract retailers who are already embracing these practices, and who have a mandate that closely resembles the goals and objectives of the Sustainable Neighbourhood Master Plan.

LOCAL ARTISTS

Throughout the Sustainable Neighbourhood Master Plan, art is recognized as an opportunity to capture and celebrate the history of the Tannery District. It is recommended, particularly in public realm projects, that the Town partner with local artists to identify where and how art should be integrated. This can begin early, with simple roundtable discussions, and can become more formalized during the preparation of a Public Art Strategy (see Section 7.5). For larger pieces of art, a procurement process can be utilized to commission a local artist(s) to create a piece of unique art work that can be voted on by the community, with all entries being prominently displayed in a highly public area (i.e. the Central Park or re-purposed industrial building).

COBOURG FARMER'S MARKET

A key tenant of the Sustainable Neighbourhood Master Plan, and One Planet Living in general, is the production and use of local goods and services, including food, products, etc. Cobourg has an existing and successful Farmer's Market that sells local and organic produce at Rotary Waterfront Park. It is imperative that efforts within the Tannery District augment, rather than detract from the Cobourg Farmer's Market. Prior to implementing any of the recommendations in this report related to the production and distribution of local produce, detailed meetings with the Cobourg Farmer's Market should be undertaken to establish the best approach (including possibly having all food produced in the Tannery District sold through the Farmer's Market to provide equal opportunity to other Farmer's throughout Northumberland County).

7.7 MONITORING AND 5-YEAR REVIEW

The Town of Cobourg will monitor the progress and success of the Sustainable Master Plan objectives over the life of the Plan. Town Staff will report to Council annually on the progress of the Plan implementation, including buildings, parks, and infrastructure development.

In particular, the rate and frequency of development will be tracked to determine whether private landowners within the District are appropriately incentivized to develop their properties. If the Plan is not developing according to the general direction of the Master Plan and/or its anticipated phasing, landowners may need to be further incentivized to develop their properties. Monitoring of development will also account for the extent of development incentives available through the Tannery District CIP, as applicable.

In the event that development is not proceeding in accordance with the Plan, the Town will hold discussions with the development community to ascertain the financial feasibility of development under current market conditions. If determined to be warranted, the Town may elect to further incentivize development through reductions to Development Charges, waiving development application fees, or other mechanisms.

As this is a long term plan that will be implemented incrementally, it is important that the master plan continue to respond to evolving realities, changing trends, and key priorities. It is recommended that the town undertake a review of the plan every 5 years to ensure the vision is being activated, targets are being met, and updates and amendments are provided as appropriate.

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Tannery District Sustainable Master Plan



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