



The Corporation of The Town of Cobourg
COMMITTEE OF THE WHOLE MEETING
AGENDA

Monday, December 7, 2020

6:00 P.M.

Electronic Participation

Pages

***2. ADDITIONS TO THE AGENDA**

1. Memo from the Secretary of the Sustainability and Climate Change Advisory Committee regarding the support for Clean Air Alliance; and
2. Memo from the Director of Planning and Development, regarding the extension of Planning Application Fees for the Town of Cobourg.

Action Recommended:

THAT the matters be added to the agenda.

5. DELEGATIONS

- | | | |
|-------|--|---|
| *5.2. | Linda Wittenbols, Cobourg Resident, regarding opposition of the Application for Approval of a Draft Plan Subdivision – Lands West of Canadian Tire Vandyk – West Park Village Limited. | 3 |
| *5.3. | Donna Woods, Cobourg Resident, regarding opposition of the Application for Approval of a Draft Plan Subdivision – Lands West of Canadian Tire Vandyk – West Park Village Limited. | 7 |

8. PLANNING AND DEVELOPMENT SERVICES

- | | | |
|-------|---|----|
| *8.5. | Memo from the Director of Planning and Development, regarding the extension of Planning Application Fees for the Town of Cobourg. | 27 |
|-------|---|----|

Action Recommended:

THAT Council receive the report from the Director of Planning and Development for information purposes; and

FURTHER THAT Council authorize the preparation of a by-law to be presented to Council at a Regular Council Meeting to extend the 2020 planning application fees as outlined in the current Tariff of Planning Fees By-law into 2021 until a comprehensive review of the fees is undertaken and a new Tariff of Planning Fees By-law is approved by Council.

12. ARTS CULTURE AND TOURISM SERVICES

- | | | |
|--------|--|----|
| *12.1. | Memo from the Secretary of the Sustainability and Climate Change | 31 |
|--------|--|----|

Advisory Committee regarding the support for Clean Air Alliance request

Action Recommended:

THAT Council endorse the recommendation from the Sustainability and Climate Change Advisory Committee to approve and make such request of the Minister Environment, Conservation, and Parks, the Minister of Energy, Northern Development and Mines, David Piccini, MPP, and Ontario Premier Doug Ford as proposed by the Ontario Clean Air Alliance

Good evening, I am Linda Wittenbols and I live at 808 Carlisle which backs on to this Vandyke site. I have read very carefully the new traffic study which was paid for by Vandyke in support of their application to the Town. I have provided a color-coded map of the area.

This new study does NOT take into account the fact that Carlisle is not a straight road. There are already many bends in the road, many stop signs and parked cars. This creates already very poor sight lines. By increasing the traffic exiting onto Carlisle, it will undoubtedly increase the problems we are already facing daily - twofold! The study traffic study provided, uses charts and percentages that are an industry norm, used for making predictions. They are all on paper only and do not reflect daily life in the neighbourhood.

The residents are aware of the current traffic problems on Carlisle and have complained. Police have been monitoring the corner of Prince of Wales and Carlisle for people running stop signs and speeding. With the proposal of 72 new units and the potential of having 2 cars to each unit, this could mean potentially 144 cars being added to the local neighbourhood traffic. The reality of increasing cars for delivery vehicles, service vehicles, family and friends visiting - now turns a quiet neighbourhood into something other than that. The traffic, the noise, the car exhausts and environmental issues greatly affects the residents.

The access from Greenly is simply not acceptable to the residents. The access needs to be onto Elgin. That access needs to be blocked by a little parkette. Something environmental – not a through street! The units being proposed will have only a single garage and single drive. One of the two parking spaces per unit described by the developer will be the garage. So, where will all the excess vehicles go when the lawn mowers, household junk, bikes and excess storage take up the entire garage.

Again, the new traffic report was done for Vandyke and the report clearly says that it was “prepared in support of their application.” I fear this report was done without any thought or consideration to the residents in the neighbourhood. I would like to know why The Planning Report mentions monitoring traffic AFTER completion of construction and addressing problems then. Why fix it later when you can fix it now?

Has anyone checked with the Police Department to ask them about their monitoring the neighbourhood regarding people not stopping at the stop signs, in

particular at Rogers Road and Carlisle. How this dangerous intersection would be impacted by adding another 144 cars daily. If a proper traffic study was done, they would see that a traffic light would need to be installed at Rogers Road and Carlisle, as people do not stop properly, there is no efficient lighting for people to cross, and there have been many near misses of pedestrians trying to cross at that intersection. Adding 144 more cars would cause this to be an absolute nightmare!

The second concern is drainage. The development site is adjacent to Canadian Tire and the residents are well aware of the flooding problems they have in that area. There was a report, initiated by Northumberland in 2018, which is a completed study on storm drainage in the area. The map which is part of the study clearly shows the flooding areas on the south side of Elgin. The coloured lines on the map highlight these problem areas. Vandyke has already installed water, sewer and rough roads, which are 4 to 5 feet higher than the adjacent laneways. The Plan also includes the installation of a ditch to help with drainage on the south side of the development. This ditch will be in the backyards of the new homeowners and are supposed to be maintained by those homeowners. Hopefully they will all be very conscious about that maintenance. The planning report addresses this, and I quote. "The site needs to be raised around the perimeter with the use of retaining walls along property lines. There is to be no runoff to abutting properties." "Abutting sites, including laneways, are responsible to collect and drain their own run off." Was that part of the town's responsibility when the laneways were approved some 10 years ago? Now, are the residents going to be on our own?? While there have been no problems to date, the residents have grave concerns that proper measures are being implemented so that drainage does not become a problem in the future.

The question is: How will any drainage issues be fixed and by whom, if problems arise in the future because of this which will be no fault of the residents? It's soon to be 2021 and we are being asked to accept ditches and retaining walls meant to protect us in an area known for flooding and poor drainage. We need answers and corrections now, not after the problems arise.

Council is representing the residents/taxpayers of Cobourg - not the developer. Before approving this proposal, we ask that you kindly understand the position of the 164 people who signed the Petition before you, as well as the 40+ letters, 30+ emails received as well as the 84 personal visits Donna made to residents of the

neighbourhood affected by this Proposal, where seniors did not have access to computers and those who were outraged at this proposal but were unable to get involved due to age, computer availability and to COVID-19.

We are not opposed to development; we are opposed to bad development. Vandyke has left the site an eyesore for years. They did sell some houses previously but then reneged on the closures in order to sell off the property to make a bigger profit. They were taken to court. They left people homeless and with serious real estate problems that trickles down the chain of home buyers.

We are not prepared to allow this Proposal to proceed without letting you know what the residents feel about an exit onto Carlisle. It simply is not in the best interests of the neighbourhood. This is not a difficult concept. The main issue is 72 units with only one single access onto Carlisle. This plan is bad for the residents/taxpayers that you are here to protect. We ask you not to approve this site plan in its current state without taking into consideration the input of the residents. The residents fully understand the property will be sold. It is the obligation of Town Council to uphold the best interests of the residents/taxpayers of Cobourg.

It is now your job, on our behalf to ensure that you review all the relevant reports, traffic concerns, drainage and the letters of residents and their concerns regarding this proposal to exit off Greenly to Carlisle in order to make a decision which encompasses these concerns. Your townspeople are counting on you. We hope that you will come to the conclusion which is the best for the neighbourhood and your constituents.

We would ask that you not simply sign off on a 7-year project to be rid of it. The impact of your decision is very important to the citizens you represent.

We thank you very much for taking time to listen carefully and understand fully our life-impacting concerns. The impact of your decision will be heartfelt by many and is vital to the neighbourhood and the future of Cobourg. Please do not underestimate our concerns.

KEY MAP



WITHIN THE [REDACTED]
 ZONE 137 HOMES
 Plus 25 UNITS
 IN # 740

SINGLE ACCESS LANE

8 INTERSECTIONS

MAIL BOX X

ON STREET
 PARKING IS
 PERMITTED ON
 DARKISLE

DITCH [REDACTED]

DELEGAATION OPPOSING THE VANDYK APPROVAL
DONNA WOODS FOR THE PEOPLE OF WEST PARK

Dear Council,

I am representing the homeowners of West Park, opposing the Vandyk site approval Dec. 7, 2020.

First and foremost, the residents are not averse to growth and development in Cobourg by any means. It is this specific project prolonged since 2013 by Vandyk that has upset the community and your constituents. This goes back prior to the current elect council and we can appreciate your position with having to deal with this mess. Without a doubt, council must want to get this off the books as quickly as possible, once and for all, but we ask that you do not approve this proposal based on the enclosed information and that which will be given Dec. 7th on Zoom. Over the weekend I will be summarizing ALL of the letters and emails for that meeting with key words and phrases from each individual residents' letter and email that we ask will be taken into consideration.

This presentation will show that this plan is not beneficial to the community, its residents or for the future of Cobourg. Countless hours were spent on visits, interviews, letters, and emails with the hope that council too will understand how the people feel, the logistics from the ground point of view and not a satellite view, and what your decision with this plan could do to all involved, should it be approved.

You have already received the petition consisting of 164 West Park residents that was submitted by Linda Wittenbols. The petition did not include the many residents who were not home during the time the petition was circulated.

Included in this presentation are:

4 narrated pictures,

(only) 7 of the 40+ letters and 30 emails received from residents. I took the liberty of highlighting specific parts of these letters for your benefit and for time constraints. Please read them, especially the "Vandyk fight" by T. Baird

I also made 85-90 personal visits to homes over the past 4 weeks where seniors did not have access to computers, or they were afraid to give their names and get involved. I did record their comments but they can be referred to in the enclosed letters.

I have also attached a summarized list of serious complaints regarding Vandyk from Homestars, BBB, and Google review. It shows an overwhelming concern and questionable integrity with this company. All negative and should be taken into consideration! I did summarize for your benefit but the originals can be found on these above "review" sites.

The reports for this site stated that satellite views were used, which we all know looks great on paper but does not reflect real life people, traffic problems and. homeowner/property density, parking, speeders, and disrespect for our traffic laws, etc., etc. (see example on picture 3 & 4)

I have been reminded more times than I care to count from residents that the #1 major role of council (via the Ontario Municipal guidelines) has is responsible "to represent the public and to consider the well-being and interests of the municipality. Copy attached. No disrespect intended. I have also been reminded in letters that they are your constituents and should not only be heard but listened to intently when deciding their fate and that of Cobourg's future.

Several (14+) residents were so upset with this plan when I visited that they want to move, because "this is not what we signed up for." "This is our home and we moved here for safety, and not a tragedy waiting to happen or we would have stayed in the city we came from.

As you know I have always been about the health and safety of residents, but there is a preponderance of evidence with this issue that supports NOT approving this Vandyk plan.

There has to be OPTIONS and ALTERNATIVES!

- 1 Let them sell to another more reputable builder so another site plan can be presented that makes more sense.
- 2 Rezone the property
- 3 Cobourg could buy the property. If the Vandyk plan is not approved the cost to buy would be minimal, because it is always about money as

Vandyk has proven when they sold these condos for \$280,000, and then realized they could get \$500,000-\$600,000. (spoken by a reputable person who had bought at that price and then the deal was cancelled)

- 4 Surely there must be a grant of some kind Cobourg could use to your advantage if Cobourg owned the property.

Thank you, Mayor, Deputy Mayor, and council, for your consideration not to approve this plan, for listening to the residents involved, doing what is right for the betterment of everyone involved, and for the future of Cobourg.

Always with respect and appreciation,

Donna Woods

COVID-19: Get the [latest updates](#), take a [self-assessment](#) or learn about the [COVID Alert exposure-notification app](#).



Print all

1. Role of council, councillor and staff

After a few months in office, you may feel overwhelmed by the variety of matters demanding your attention. You may be challenged by complex issues, faced with controversial policies, or receive questions from constituents. Understanding your role as a municipal councillor, as well as the role of council and staff, will help you address these situations. In general, council and staff work together towards the common goal of serving the needs of those who live in the municipality.

One of the first things you could do, if you have not already done so, is develop a general understanding of the *Municipal Act, 2001* (<https://www.ontario.ca/laws/statute/01m25>) (referred to throughout this section as the Act), which is the primary piece of legislation applicable to municipalities. The Act is a legislative framework for municipalities that recognizes municipalities as responsible local governments with a broad range of powers. The Act balances increased local autonomy and flexibility with requirements for improved accountability and transparency of municipal operations.

Councillors may also be required to complete mandatory training as set out in other provincial legislation, including the *Accessibility for Ontarians with Disabilities Act, 2005* (<https://www.ontario.ca/laws/statute/05a11>) and the *Occupational Health and Safety Act* (<https://www.ontario.ca/laws/statute/90o01>).

Role of council

In Ontario, a council is required to have a minimum of five members, one of whom is the head of council. The role of council is outlined in [section 24](#) (<https://www.ontario.ca/laws/statute/01m25#BK279>):

224. It is the role of council,

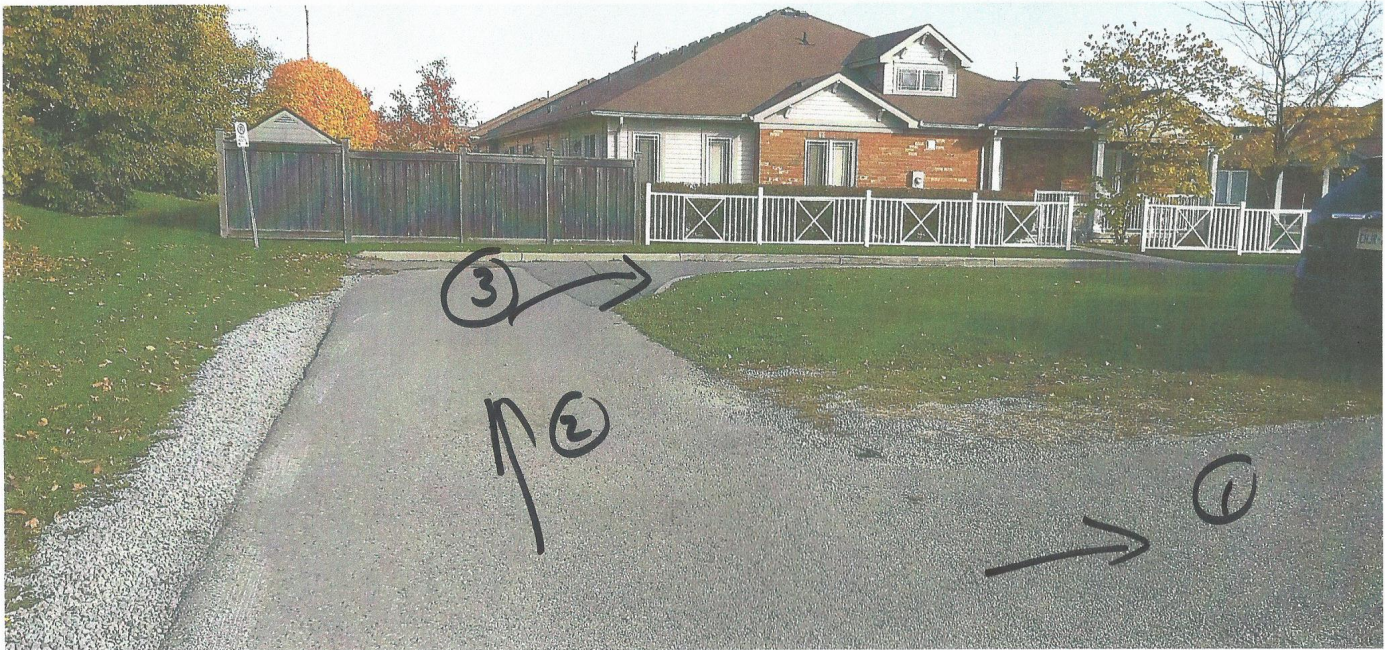
1. a. to represent the public and to consider the well-being and interests of the municipality;
- b. to develop and evaluate the policies and programs of the municipality;
- c. to determine which services the municipality provides;
- d. to ensure that administrative policies, practices and procedures and controllership policies, practices and procedures are in place to implement the decisions of council;

Picture 1



- (1) THE ONLY ONE ENTRANCE/EXIT TO AND FROM THE VANDYK PROPOSED SITE.
- (2) THE LANEWAY IS USED FOR CONDO PARKING (25 CARS). TO THE LEFT IS ONE-LANE (see pic #1) FROM CARLISLE USED TO ACCESS LANEWAY AND ENTRANCE INTO 740 CARLISLE.
- (3) GREENLY DRIVE THAT LEADS TO CARLISLE ST. THE ONLY ACCESS ROAD TO CARLISLE. PARKING IS PERMITTED ON BOTH SIDES OF GREENLY DRIVE

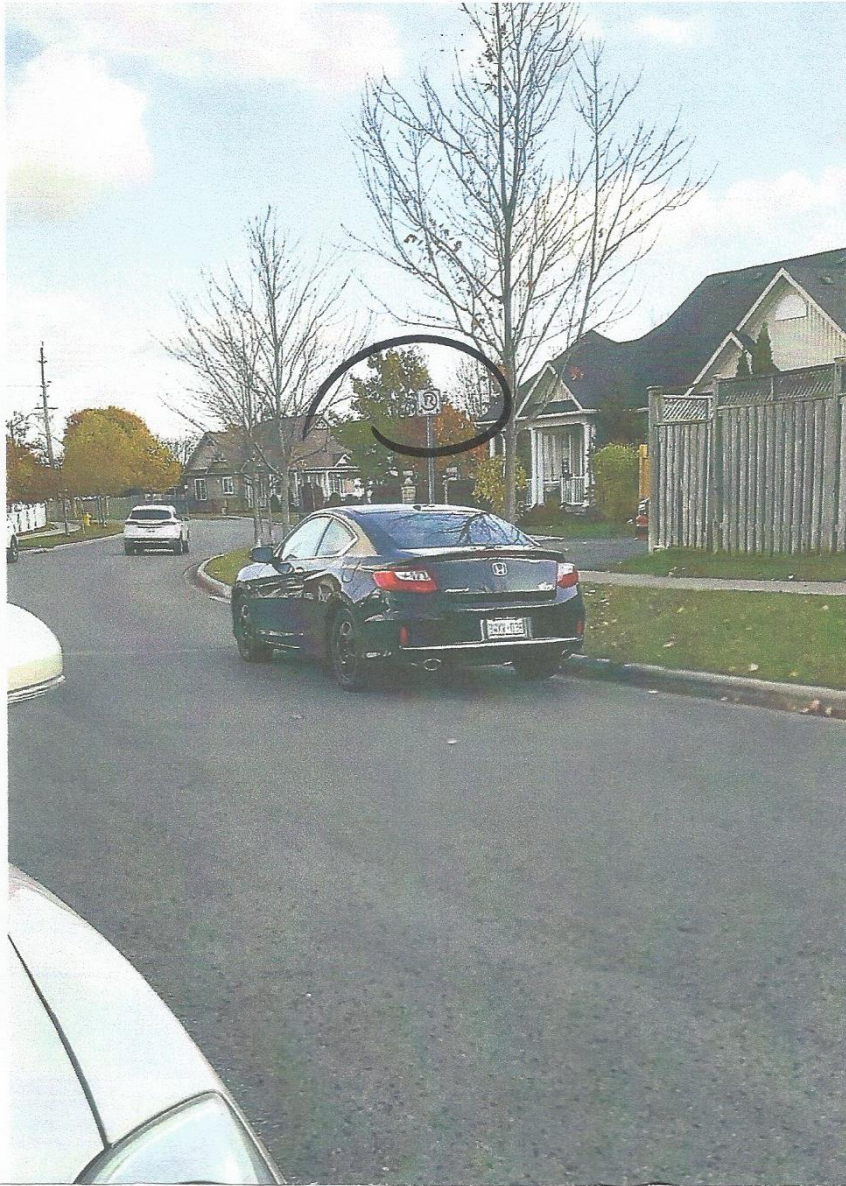
Picture 2



PICTURE 2

- 1- ONE OF SEVERAL DRIVEWAYS CONDO OWNERS USE TO PARK, DESIGNATED FOR THEM.
- 2- ONE CAR LANE FROM CARLISL ENTRANCE TO 740 CARLISLE CONDOS AND LANEWAY CONDO PARKING
- 3- SHARP CURVE. CARS FROM COMPLETED SUBDIVISION WITH UNDOUBTEDLY TRY TO USE WHEN GREENLY DRIVE IS TOO CONGESTED.

PICTURE 3



PICTURE 3

"NO STOPPING/PARKING" ON THIS SIDE OF STREET BUT CARS CONTINUOUSLY DO IT REGARDLESS OF SIGNS. CARS CONSTANTLY SPEED ON CARLISLE WHILE PEOPLE TRY TO CROSS AND COMPROMISE THE SAFETY OF EVERYONE, WITH NO RESPECT FOR PEDESTRIAN/DRIVER SAFETY



PICTURE 4



PICTURE 4

- 1- ILLEGALLY PARKED CAR UNDER A "NO STOPPING" SIGN, ON A CURVE, WITH NO SIGHT LINES FOR TRAFFIC.
- 2- LEGALLY PARKED CARS
- 3- CAR MANEUVERING BETWEEN PARKED CARS WHILE I WAS THERE FOR 30 MINUTES. THERE WERE 3 CLOSE-CALL ACCIDENTS.
- 4- WHEN TRYING TO TURN AROUND ON DRIVEWAY, I WAS NEARLY HIT MYSELF BY A SPEEDING CAR, AGAIN TRYING TO MANEUVER BETWEEN PARKED CARS AND NO SIGHT LINES.

COMPLAINTS FROM BUYERS AND EMPLOYEES HOMESTARS, BBB, AND GOOGLE REVIEWS

1. July 6, 2017 **ADMINISTRATION** Does not Recommend. Negative Outlook. A lot of turnover, inconsistent company direction *Flag as Inappropriate*

2. August 25, 2019 **"BE-WARE"** Does not Recommend! Negative Outlook. Dishonest and misleading! Many employees must sue for funds once they leave.
Flag as Inappropriate

3. May 14, 2019 **ADMINISTRATION** Negative Outlook. Disapproves of CEO very *unorganized management Flag as Inappropriate*

4. October 1, 2018 Does not Recommend! Terribly incompetent leadership and management *Flag as Inappropriate*

5. November 15, 2017 **"Very unorganized and run by dictators"**
Unorganized and do not follow budgets - Penny pincher's when it comes to vendors and paying outstanding invoices, but not when it comes to things the VPs want - Will use staff for personal projects that are un-related to the company *Flag as Inappropriate*

HOMESTAR REVIEWS HIGHLIGHTS

1- I will never recommend this builder

2- I hope they make big changes to their company before they are approved for more buildings

3- Poor construction, poor service. Many leaks in basement that kept appearing over years

4- Former Employee - **Anonymous Employee Does not Recommend**

5- I worked at Vandyk Group of Companies full-time. Lots of turnover, inconsistent company direction

6- Employee - *Flag as Inappropriate business*

7- **"BEWARE"**

8- Former Employee – From Decor Manager in Mississauga, ON **Doesn't Recommend**

9- I worked at Vandyk Group of Companies full-time for less than a year. Dishonest and misleading. Many employees must sue for funds once they leave. Pay lower than industry standard.

COMPLAINTS FROM BUYERS AND EMPLOYEES HOMESTARS, BBB, AND GOOGLE REVIEWS

Flag as Inappropriate business

May 14, 2019 Former Employee - Office Administrative in Mississauga, ON
Disapproves of CEO. Flag as inappropriate business

I worked at Vandyk Group of Companies full-time for less than a year. Very unorganized management, no clear instruction at all. Flag as Inappropriate

October 1, 2018 Former Employee - Anonymous Employee in Mississauga, ON.
Doesn't Recommend. Flag as inappropriate business

I worked at Vandyk Group of Companies full-time. Terribly incompetent leadership and management. Flag as Inappropriate company

November 15, 2017. "Very unorganized and run by dictators"Former Employee

I worked at Vandyk Group of Companies full-time

Unorganized and do not follow budgets - Penny pincher's when it comes to vendors and paying outstanding invoices, but not when it comes to things that the VP's want Will use staff for personal projects that are un-related to the company

Problems with basement leaking and complained for 3 years with needed repairs...then they claimed they weren't under warranty anymore. Head office doesn't care when you lodge a complaint. Horrible builder to deal with and we do not recommend them!

GOT SCREWED! Scummy, sleezebag builder. Never, never, never buy from them

Tim Dickson

8:49 AM (4 minutes ago)

to me

Good morning Donna:

From our conversation, I believe that we share a desire to encourage our local government(s) to work cooperatively with all parties involved to ensure that the Vandyk subdivision designs will be revised such that everyone involved will be proud of the endeavour! If done with thoughtful insight, the updated proposal will reflect Cobourg's long standing tradition of balancing growth and corporate vigour, against the hard work and long term values that wholesome, safe and welcoming neighbourhoods must have if they are to exist and thrive.

That said; I believe that the following points are worthy of consideration;

- Given that the Canadian Tire's public fueling station shares a property line with this development, has Cobourg's fire department been given the opportunity to comment on the outcome should a catastrophic fuel spill from a tandem tanker truck, a BLEVY or the consequences of a rapidly spreading gasoline fire occur? How would they respond to such an event that could threaten the families whose homes border that property and, what is their plan should something like this occur? Presently, is this development in full compliance of Ontario's fire code?
- The Cobourg region has seen a number of train derailments in the past decade and with cargos that include; Chlorine, Non-odorized, liquified petroleum gas (propane), Anhydrous Ammonia, Aviation Fuels and a variety of hazardous liquids transported in intermodal containers. If a stormy southerly wind were to accompany a catastrophic rail disaster, to suggest that residents of this new development would be obliged to remove themselves from harm by heading through a bottleneck and directly into whatever advancing noxious clouds are present would create a nightmare. Clearly, a second avenue of escape must be made available! Of interest, ask town council to think back to the fire at Horizons Plastics and consider what lessons were learned from that experience?
- The idea that the southern boundary of this development will permit an open ditch to exist, says much of the developer's lack of understanding of the circumstances at hand when the province of Ontario states that any standing water must be minimised to prevent mosquito borne diseases like West Nile Virus. <https://www.ontario.ca/page/west-nile-virus> Or Typhoid Fever from dormant water

- I'll add that come early March, it is not inconceivable that a ditch filled with near freezing water could be covered with a thin crust of snow and ice and for whatever reason, an elderly resident or child could easily find themselves thigh deep in water and the steep icy walls would prevent their escape. Not likely; well, a 15-year old drowned this week in a pond in Bradford! Ditches are a third world design option and they have no place here!
- After a heavy rainfall, the parking lot at Canadian Tire is often flooded. Does this occurrence reflect poor lot grading, or does the town's storm water system play a role in this matter? What has the town done to ensure that future storm waters will not run off into the new development? See Vandyk grading complaints on attached reviews with Homestars, Google and the BBB
- Come mid-winter, Highway 2, or Elgin Street, say south of Spencer's Chevrolet, will be narrowed on each side by an accumulation of hard, black ice that obscures the curbs. That road is wide enough to accommodate the reduction, however, is Greenly Drive?
- Of greater importance, no parking is allowed on Elgin, so, if a fire should occur in this development, think about a series of adjoined townhomes burning, can the town's largest fire fighting equipment get past whatever the town's parking bylaws presently permit? Again, a second entrance/exit in the north end, available to all, is a must have and at the risk of stating the obvious, I wonder if the commercial building, as proposed, is too large for this cloistered neighbourhood.
- Before the plans for the proposed new hotel that will be located near the Home Depot are approved, I wonder if instead of extending Rogers Road north, if we couldn't consider building a new intersection just north of the Vandyk site instead and have it host the road north to service the new hotel and Home Depot on DePlama Drive. Properly done, it would provide for a north entrance/exit for these new homes while perhaps easing what is presently an awkward westbound exit from the Canadian Tire gas station.

Donna, I hope these ideas will provide everyone with a pivot to leverage ideas upon so that we may all have a much better outcome and in turn, a wonderful new neighbourhood to champion. Presently, the abandoned site does not reflect well on Cobourg and the rightfully proud residents deserve far more than what has been proposed

Very best regards,

Timothy
Street (S.E. corner, Hudson & Carlisle)

Vandyk fight MUST READ

Again Vandyk is talking about a satellite view of the area, and we know how that worked out with the sidewalk priority plan. Too many flaws!

Was there a human who n actual excavated the area?

I was told that city council financially contributed to the fire hydrants etc. True? If not, what did they pay for?

First of all, the satellite view doesn't show the people involved; the taxpayers that pay high sale prices and enormous property taxes for that area and should have a say in what goes on with its development, especially with all the problems that have yet been resolved. I.e. the traffic, entrances from the laneways, exits onto highway 2 etc. We are not against growth, change and development, but we all moved here to live in a town, NOT another cosmopolitan city that most of us moved away from. COVID-19 proves that alone with the numbers. Up until now we have been safe until this proposal came to be that makes no sense or allowances for the safety of your residents, except to line someone's pockets that we will never be privy too. It sounds like there will be no provisions made with 72 new properties going up. It is not only the tax payers; but the families, children, parents, elderly, disabled, and pets who are at risk.

Alone, with each household having two cars, there will not be enough parking to handle such a small area. Was that even a consideration?

Now that Vandyk has the option to chose another builder, does the city not have a say in the matter, will they not be investigated before being approved, will they make the allowances necessary for safety, parking, traffic, and the laneway access?

Linda was explicitly clear with her presentation and the Northumberland News wrote more than a full page in the newspaper including front page news. It is obvious that this is huge to the residents of Cobourg and should be taken into consideration.

The safety of our citizens is first and foremost and that needs to be recognized. Is council going to be responsible for the lives lost over this derogatory project that will impact hundreds of residents? T. Baird West Park

Dear Town Council,

We are writing to voice our concern about the Vandyk subdivision resubmission. Although we signed the petition and I presented some of our concerns as residents of the 25 unit condominium at the corner of Rogers and Carlisle, **we do want to reconfirm our opposition of the project as planned.**

Luckily for us, the subdivision was not built when originally planned. **Maybe on paper it seemed like a good idea but based on the fact that most households have two cars and the area has seen a change in the demographics since we moved to Cobourg in 2011, the West Park subdivision is no longer a retirement community. We have far more families, working couples and much more car traffic. Then add in the New Amherst new traffic we have a very busy subdivision. We feel the town must reassess the viability of the current plan, it is not there.**

As reported in the past, the two developments were meant to “encourage foot traffic” ,well good luck with that with that bogus aspirational goal. So, what do we have? **We have very busy streets with tight passing. If cars are parked on one side of the street the “picturesque narrow streets” are now a nightmare”. So, throw in mail boxes where people are now stopping and we have very tight maneuvering space.**

As I stated at the meeting, our condominium’s one exit is what the new subdivision will have. **We have one exit which merges with the townhouse laneway to exit onto Carlisle. This is not great. Add some of the cars from the subdivision using our laneway to get out rather than being stuck at Greenly, it will make the chance of car accidents a lot more probable. The new subdivision is not amended will be more problematic as there would be 72 units with a potential 144 cars seeking to exit onto one street. As people from the meeting pointed out, the space will be so tight. The streets will be very busy and congested.**

As people who have townhouses on Carlisle will have their one and only exit which is the laneway, completely dependent on the shared exit on Greenly. That is a disaster waiting to happen.

The lack of a second exit makes it imperative for you to demand a reduction of units allowed to be built within the space. **You have the responsibility to take our current concerns into consideration.** As some of the council members stated, since the builder is not known and you do not know if they will respect the original design, you have the opportunity to rework the plan. **Why approve a project when the builder is not committed to it?**

Thanking you for your attention,

Francine and Brian Birket

Cobourg, Ontario

Julie Wills [REDACTED]

Mon, Nov 9, 4:24 PM (21
hours ago)

to me

To Whom it May Concern:

We are residents at [REDACTED], which is at the corner of London and Carlisle Streets, close to Rogers Road. Our home faces Carlisle Street.

We understand that Vandyk is proposing townhouse units which are expected to enter in and out of the new development onto Carlisle only and not onto the Elgin – the main street.

The traffic on Carlisle is extremely busy as it is a through street in our “quiet” neighborhood. The traffic already speeds along Carlisle and many near misses have occurred at the corner of our streets and that of Prince of Wales before you even reach the stop sign at Rogers Road. More traffic being sent onto Carlisle is not safe for the residents.

Having an exit onto Carlisle will cause more car exhaust, more noise, far more traffic which is not safe for the residents who reside in this neighborhood. The neighborhood consists of a lovely mix of young families, semi-retired and retired people. The exit should be in and out of Elgin! There should be no further disruption to the neighborhood with the added traffic, noise and air pollution caused by more vehicles. The health and safety issues are a grave concern to us!

We would attend the meetings in person but due to COVID-19 we feel it is not safe to. Feel free to contact us at any time.

David and Julie Wills

george k briggs [REDACTED] >

9:06 AM (3
hours ago)

to me

Hi Donna,

I would appreciate if you could forward my concerns regarding the above proposed subdivision to our council members. Thank you.

Dear Council Members,

I am writing to inform you of my concerns with the proposed plan for the Vandyk West Park Subdivision. It just doesn't make sense that every vehicle coming and going to this subdivision will need to use Greenly Drive. There is already enough traffic just via our laneway. Why not send this traffic directly onto Rogers Road or Elgin Street which have fewer pedestrians instead of having them come onto Carlisle Street which is populated by families and seniors like ourselves? Has the Fire Chief reviewed this plan? It seems very impractical for emergency vehicles. I respectfully request you consider all the concerns of the citizens who elected you and pay taxes in this town instead of signing off on a plan that just doesn't make sense. Thank you.

Sincerely,

Annie C. Briggs

[REDACTED]

Cobourg, On

[REDACTED]

Phone [REDACTED]

D Cam [REDACTED]

Nov 3, 2020, 6:52 PM
(20 hours ago)

to me

I received your note regarding the Vandyk application to renew the proposed plan for the 72 unit subdivision in the area directly west of Canadian Tire. I have pasted below the note I submitted to the Town Clerk, in advance of the committee meeting last month, to address the concerns I have regarding the continuation of the project.

Attention Mr. Brent Larmer, Municipal Clerk, Town of Cobourg.

Dear Mr. Larmer,

While I would prefer to attend the above-mentioned meeting in person, I appreciate the opportunity to present my comments by email in light of the Covid-19 situation and include them herewith.

David Cameron
[REDACTED]

My wife and I have resided at the above address for 10 years. I attended a meeting at Victoria Hall a number of years ago, chaired by then Deputy Mayor Henderson, dealing with the Vandyk project in the area immediately to the west of Canadian Tire. I expressed my concerns then on two aspects of the building project and was assured that the planning department had considered and addressed the matters of increased traffic flow and the increased parking load in the neighborhood.

I believe that the 72 unit project has parking designed to provide 1.5 spaces per unit. This number anticipates the potential for 108 vehicles. According to the plan all those vehicles will have a singular point of ingress and egress to the new subdivision, that is via a proposed extension of Greenly Drive north from Carlisle Street.

My concern relates to this significant increase in traffic at the single choke point of Carlisle and Greenly. Simply stated there is a strong likelihood of the outflow of that traffic to travel south on Greenly Drive rather than either east or west on Carlisle Street. This will negatively affect both the existing calmness of our traffic flow but also the safety of the many pedestrians who utilize the street.

Secondly, when inevitably the available parking within the proposed "enclave" of this subdivision outgrows the designated space, the consequent overflow parking will move out onto Greenly Drive and Carlisle Street, causing traffic flow and safety issues on both streets.

Recognizing the benefits to the Town of additional housing that enhances the existing subdivisions of West Park and New Amherst I am not suggesting that the subdivision not be built, however, there is clearly a need to consider two important additional elements:

- 1) An expansion of the parking allotment within the enclave and
- 2) consideration of **alternative or additional entrances and exits from the development.**

Thank you for the opportunity to present my thoughts on this important matter.

Sincerely,

David Cameron

Subject: Proposed Vandyk West Park subdivision

Inbox



Bill Kurtz [REDACTED]

to me

Attention Council

I am so happy Donna for helping us to bring our concerns to council.

This is a real safety issue.

We moved to Cobourg six years ago and have never lived on a street as busy as Wilkins Gate, and **you want to direct MORE traffic here?**

Besides **ALL the construction vehicles their traffic coming through here at high speed.**

Which we have brought to the attention of different City Officials with no action ever taken.

You do allow an exit for emergency vehicles onto Elgin. does that not tell you that **there is going to be to much traffic or congestion coming through Greenly onto Carlisle** turning onto Wilkins Gate?
72 more homes?

Bill Kurtz

[REDACTED]
[REDACTED]

Vandyk West Park Subdivision

Inbox



Barry Wray [REDACTED]

Tue, Nov 3, 3:03 PM
(1 day ago)

to me

I would like to add my comments for Cobourg Council regarding the potential issues which will be incurred if the West Park development continues as is currently planned. **My major concern** is for the safety of all commuters and pedestrians that use Carlisle St. East as a main thoroughfare for their travels to/from this area in Cobourg.

With the on the street parking that takes place currently, the number of vehicles using the street, the pedestrian traffic, the seemingly narrow and curving roadway this street is an accident waiting to happen.

This is before any additional vehicles and pedestrians are added to this street if this present poorly designed plan is implemented.


An updated review of the present outdated **plan is an absolute necessity taking into consideration the needs and concerns of the residents.**

Thanks.

Barry and Geri Wray

Life is good!
La vie est belle!



 COBOURG	THE CORPORATION OF THE TOWN OF COBOURG	
	STAFF REPORT	
TO:	Mayor and Council	
FROM:	Glenn McGlashon, MCIP, RPP	
TITLE:	Director, Planning & Development Division	
DATE OF MEETING:	December 7, 2020	
TITLE / SUBJECT:	Planning Application Fees	
REPORT DATE:	December 4, 2020	File #: N/A

1.0 STRATEGIC PLAN
N/A

2.0 RECOMMENDATION
The following actions are recommended:

THAT this Staff Report be received by Council for information purposes; and,

THAT the By-law in **Figure 1** of the Staff Report be endorsed and presented to Council which extends the 2020 planning application fees as outlined in the current Tariff of Planning Fees By-law into 2021 until a comprehensive review of the fees is undertaken and a new Tariff of Planning Fees By-law is approved by Council;

3.0 PUBLIC ENGAGEMENT
N/A

4.0 ORIGIN
On November 23, 2020, Council approved the following Motion regarding the KPMG Service Delivery Review final report:

WHEREAS at the Special Committee of the Whole Meeting held on Monday November 16 2020, Council considered the Town of Cobourg Service Delivery Review as prepared and presented by KPMG;

NOW THEREFORE BE IT RESOLVED THAT Council accept the Town of Cobourg Service Delivery Review attached to this motion as Appendix "A" and direct the Chief Administrative Officer to prepare an implementation report to be presented to Council on January 25, 2020 based on the opportunities as outlined within the Service Delivery Report.

5.0 BACKGROUND

The KPMG Service Delivery final report, dated November 6, 2020, concluded that the Town's current planning application fees are quite low relative to comparator municipalities and current departmental operating expenditures (27% of expenditures). Although 100% cost recovery for the Planning Department does not appear widespread in the Province or realistic due to a wide range of other planning activities that are not related to applications (e.g. long-term planning, Official Plan/Zoning By-law review and other special planning studies, and general property consultations), the report recommended in Opportunity #5 that the Town consider increasing its planning fees to approx. 40-50% of operating costs to improve cost recovery and provide a better/fairer funding model, with funding increases introduced over a multi-year period so as to avoid significant immediate increases for the development community.

Accordingly, KPMG recommended that the Town consider a comprehensive cost of service analysis, with the inclusion of other municipal departments that are involved in the review of planning applications (similar to Building Permit fees), to quantify the amount of resources and time involved in planning application reviews and provide the basis for the actual cost of planning reviews and the fees to be imposed.

Finally, the KPMG report suggested in Opportunity #9 that the Town's user fee policy and by-law be reviewed in order that it appropriately quantifies the cost of delivering municipal services and provides a fair and reasonable basis for determining an appropriate user fee structure.

6.0 ANALYSIS

In light of the recommendations of the KPMG Service Delivery report, the review of planning application fees will be extensive and involve an evaluation of all departments involved in the development review process. In consultation with senior municipal staff, it is proposed that this fee review be incorporated into a broader comprehensive user fee study for the Town across multiple departments and facilities.

Should Council endorse a comprehensive user fees study as noted above, this process will not be initiated until the New Year and will extend well into 2021. Given that the current Tariff of Planning Fees By-law is set to expire at the end of 2020, the existing planning application fees will need to be extended into 2021

until a review is undertaken and a new Tariff of Planning Fees By-law is approved by Council.

7.0 FINANCIAL IMPLICATIONS/BUDGET IMPACT

An increase in planning application fees to better reflect the municipal costs associated with development review in accordance with the KPMG report will create a fair and equitable fee structure and reduce dependency on municipal reserves and the tax levy. The preparation of a comprehensive user fees study across municipal departments will have budget implications which will be subject to further review as part of the CAO's implementation report to Council and the 2021 budget deliberations.

8.0 CONCLUSION

It is the opinion of the Planning Department that the proposal to extend the 2020 planning application fees into 2021 until such time as the fees have been reviewed and a new Tariff of Planning Fees By-law is enacted is desirable and appropriate.

9.0 POLICIES AFFECTING THE PROPOSAL

The policies that affect this proposal include the Ontario *Planning Act* and Town of Cobourg User Fee By-law/Policy.

10.0 COMMUNICATION RESULTS

This Report is intended to provide Council with background information and analysis regarding the Town's planning application fees and to recommend an extension of the current 2020 fees until a comprehensive review can be undertaken and new fees adopted.

Report Prepared by:



Glenn J. McGlashon, MCIP, RPP
Director of Planning & Development




Report Reviewed and Approved by:



Tracey Vaughan
Chief Administrative Officer

Figure 1
Tariff of Planning Fees Extension By-law

 COBOURG	THE CORPORATION OF THE TOWN OF COBOURG
	BY-LAW NUMBER <u> -2020 </u>

A BY-LAW TO ESTABLISH A TARRIFF OF FEES FOR THE PROCESSING OF APPLICATIONS MADE IN RESPECT OF PLANNING MATTERS

WHEREAS Section 69(1) of the *Planning Act*, R. S. O. 1990, c. P. 13, as amended, provides in part that a council of a municipality may establish a tariff of fees for the processing of applications made in respect of planning matters;


NOW THEREFORE the Municipal Council of the Corporation of the Town of Cobourg enacts as follows:

1. That it is hereby established that the tariff of fees for the processing of applications made in respect of planning matters for the Year 2021 shall be the same fees as the Year 2020 as per By-law No. 030-2016.
2. THAT this By-law shall come into effect as of January 1, 2021.

By-law read and passed in Open Council this 14th day of December, 2020.

MAYOR

MUNICIPAL CLERK

	THE CORPORATION OF THE TOWN OF COBOURG
	SUSTAINABILITY AND CLIMATE CHANGE ADVISORY COMMITTEE
TO:	Brent Larmer, Municipal Clerk/Manager of Legislative Services
FROM:	Krystal Christopher, Deputy Clerk/Recording Secretary
MEETING DATE:	December 2, 2020
SUBJECT:	Sustainability and Climate Change Advisory Committee support for Clean Air Alliance request

The following Motion was adopted at the December 2, 2020 Sustainability and Climate Change Advisory Committee Meeting:

Moved by Member J. Vickers

WHEREAS the Ontario Clean Air Alliance is asking the Town of Cobourg to request the Government of Ontario to place an interim cap of 2.5 megatonnes per year on the greenhouse gas pollution from our gas-fired power plants and to develop and implement a plan to phase-out all of our gas-fired electricity generation by 2030 to help Ontario and the Town of Cobourg meet their climate targets; and

WHEREAS the Sustainability and Climate Change Advisory Committee has reviewed the material from the Ontario Clean Air Alliance and supports the above request; and

WHEREAS Cobourg acknowledged in declaring a Climate Emergency on December 2, 2019 that we are facing an unprecedented climate crisis requiring unprecedented climate mitigation measures; and

WHEREAS if we are to reduce greenhouse gas emissions at the rate necessary to protect human civilization we cannot afford to invest in infrastructure supporting the use of GHG emitting fossil fuel but instead must direct these resources to maximizing energy efficiency and the use of renewable energy; and

WHEREAS the Provincial Auditor in her recent *2000 Value-for-Money Audit: Reducing Greenhouse Gas Emissions from Energy Use in Buildings* report states the Ontario risks not meeting its GHG emission reduction targets in part because it is not reducing the use of natural gas through better initiatives to increase energy efficiency in buildings, and through developing renewable energy. The auditor general notes that in the Province buildings are the third highest source of GHG emissions after transportation and industry; and

WHEREAS the Auditor in the same report states that “According to research from the University of Oxford, building energy retrofits are one of the most cost-effective measures to deliver both economic and climate goals during the post-COVID recovery. Research by a global management consulting company has found that, following the 2008 recession, three times as many jobs were created by stimulus investments in low-carbon projects, such as building retrofits, compared to fossil-fuel projects (on a per-dollar basis)”.

NOW THEREFORE BE IT RESOLVED THAT the Sustainability and Climate Change Advisory Committee strongly recommends to Council that they approve and make such request of the Minister Environment, Conservation, and Parks, the Minister of Energy, Northern Development and Mines, David Piccini, MPP, and Ontario Premier Doug Ford as proposed by the Ontario Clean Air Alliance

CARRIED