

STAFF REPORT

THE CORPORATION OF THE TOWN OF COBOURG



Report to:	Mayor and Council Members	Priority:	<input checked="" type="checkbox"/> High <input type="checkbox"/> Low
Submitted by:	Kaveen Fernando, Planner I – Development Planning Department kfernando@cobourg.ca	Meeting Type: Open Session <input checked="" type="checkbox"/> Closed Session <input type="checkbox"/>	
Meeting Date:	August 31, 2021		
Report No.:	Z-05-21		
Submit comments to Council			

Subject/Title: Application for Zoning By-law Amendment – Marshall Homes (Cobourg) Ltd. – 160 Densmore Road (North-East Corner of Densmore Road and Birchwood Trail.

RECOMMENDATION:

THAT Council be advised that the Planning and Development Advisory Committee (PDAC) has duly considered the application by Marshall Homes (Cobourg) Ltd. to permit “Stacked Townhouses” as a permitted land use under “Multiple Residential Four, Exception 18” Zone on the 2.54 Hectares of vacant land known municipally as 160 Densmore Road, Cobourg; and,

THAT the Planning and Development Advisory Committee endorses the conclusions of the Planning Report.

1. STRATEGIC PLAN

N/A

2. PUBLIC ENGAGEMENT

The Application for Zoning By-law Amendment was submitted by Marshall Homes (Cobourg) Ltd. to add “Stacked Townhouse Use” to the list of permitted uses for the vacant parcel at the north-east corner of Densmore Road and Birchwood Trail in June, 2021.

Council formally received the application for approval of Zoning By-law Amendment on June 21, 2021. The application was referred to the Planning Department for a report, and a Public Meeting was held on August 09, 2021 in accordance with the provision of the *Planning Act, R.S.O. 1990, c.P.13*, as amended. There was one (1) comment submitted regarding traffic, which is addressed below regarding this application.

Section 34(10) & (13) of the *Planning Act, R.S.O. 1990, c.P. 13, as amended* prescribe statutory public notice requirements for a complete application for Zoning By-law Amendment and for the scheduling of a public meeting.

The notice of a statutory Public Meeting can be provided together with the notice of complete application, or separately. The Municipality is required to give notice by either:

- a) Publication in a newspaper that is of sufficient circulation in the area which the application applies; or
- b) Personal or ordinary service made to every land owner within 120 metres of the subject land, and by posting a notice, clearly visible from public highway or other place of public access to the subject land, or a location chosen by the municipality.

The Municipality's notification procedures for complete application and public meetings included both a) and b) above, including the posting of signs on the frontages of the site in question. In addition, the Town provided an information and application receipt memo to Council for information purposes in open session and posted relevant information regarding the development on its Planning Applications page of the municipal website (Planning and Development). Members of the public on record as making submissions to the Town, if any, will be notified, when the application and this report are being considered by Council for consideration.

3. PURPOSE

The purpose of this report is to provide a planning analysis and justification regarding an application for Zoning By-law Amendment to add "Stacked Townhouse Use" as a list of permitted uses under the Multiple Residential Four Exception 18 (R4-18) Zone and the site specific By-law #12-2005 on the vacant 2.54 ha (6.27 acre) parcel.

4. ORIGIN AND LEGISLATION

An application for approval of a Zoning By-law Amendment was submitted by Marshall Homes (Cobourg) Ltd. in June of 2021. The application was received by Council on June 21st, 2021 and was referred to the Planning Department for a report, and further directed that the Public Meeting be scheduled. A virtual Open House was convened by Design Plan Services Inc. on July 28, 2021 and a Public Meeting of Council was convened on August 9, 2021 regarding this application. One (1) public submission was received by the Municipality at the Public Meeting regarding the application.

In accordance with the *Planning Act*, if Council has not made a decision within 90 days of its receipt as a Complete Application by Council, the applicant may appeal the application to the Ontario Land Tribunal (OLT).

5. BACKGROUND

5.1 Owner

Marshall Homes (Cobourg) Ltd.

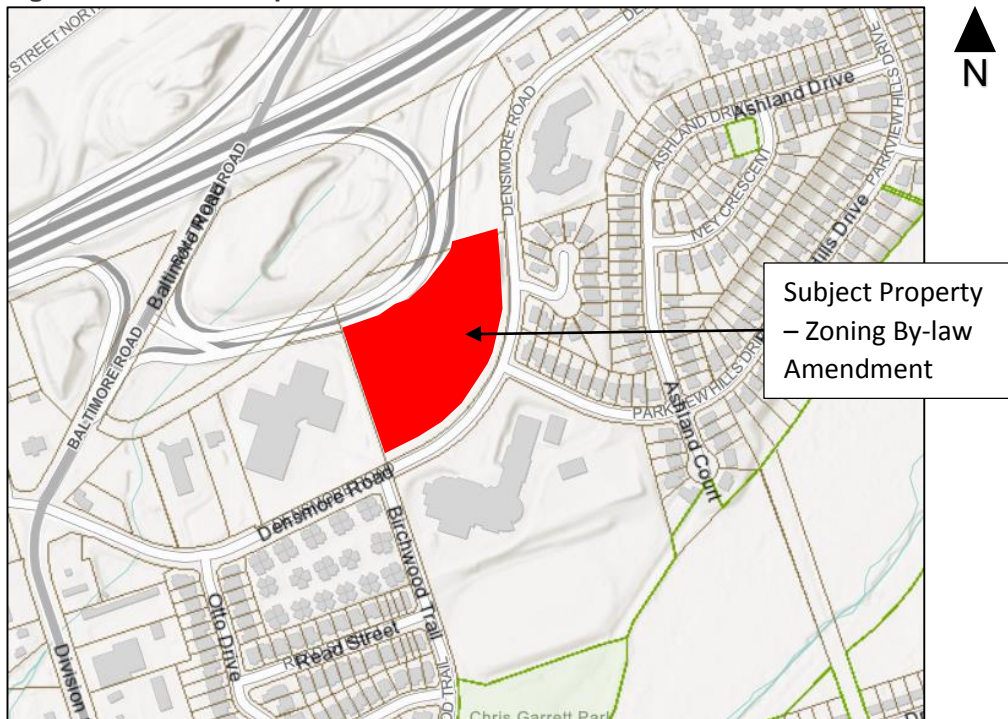
5.2 Applicant/Agent

N/A

5.3 Property Address

160 Densmore Road (North-East Corner of Densmore Road and Birchwood Trail.

Figure I – Context Map



5.4 Existing Land Uses

The Subject Property is currently vacant

5.5 Surrounding Land Uses

The land uses in the vicinity of the subject property generally consist of a mix of residential, institutional and provincial highways.

North: Highway 401 ramp and Township of Hamilton

East: Residential (low and medium density neighborhoods)

South: St. Mary Catholic Secondary School (S.M.C.S.S)

West: Extendicare Retirement Homes

5.6 Proposal

The attached Planning Justification Report by Design Plan Services Inc. provides an overview of the proposal in support of the proposed amendment. The applicant, Marshall Homes (Cobourg) Ltd, is proposing to add extra nine (9) residential units, permit stacked townhouse units as a permitted building type and replace the previously proposed commercial block with five (5) standard townhouse units, bringing the overall number of units from 114 units to a total of 123 units. As per the Town of Cobourg Elgin Densmore Secondary Plan, the proposed residential units are permitted and consistent with the

existing surrounding developments. The development will be subject to Site Plan Approval (SPA) process to evaluate the technical requirements such as site layout, zoning conformity, and engineering design standards and requirements upon approval of the Zoning By-law Amendment

6. ANALYSIS

In considering the subject application, an understanding of the applicable provincial legislation and local policies is beneficial when reviewing applications for approval of a Zoning By-law Amendment. The following provide an overview of the relevant background and commentary where required.

The Planning Justification Report submitted with the subject application by Design Plan Services (DPS Planning Report) (refer to **Appendix I**) provides an overview of the subject application relative to relevant provincial and local policies and provide conclusions and opinions relating to conformity therewith. It is not the intent of this Planning Report to duplicate the review and analysis provided in these reports, however the following sections provide a general 'high-level' summary of the relevant background and commentary submitted by the applicant from a municipal planning staff perspective and are intended to complement and be read in conjunction with the submitted reports.

6.1 Planning Act, R.S.O., 1990, c.P. 13, as amended

In accordance with the approval process of the Planning Act, the requirements for considering an application for approval of a Zoning By-law amendment includes providing public notification, convening a Public Meeting, and awaiting an appeal period.

As reference above, the municipality shall have regard to matter of Provincial Interest under Section 2 of the Act, and in considering the proposed land use, the following Provincial Interests are relevant: the adequate provision and efficient use of infrastructure; orderly development of safe and healthy communities; accessibility for persons with disabilities; adequate provision of educational, health, social, cultural and recreational facilities; protection of public health and safety; appropriate location for growth and development; and, promotion of sustainable and pedestrian-friendly design, and be transit supportive.

Comment/Opinion

Municipal planning staff has reviewed the application in light of the aforementioned items of Provincial interest. The intended greenfield development of residential units is consistent with surrounding residential neighborhoods, and existing retirement community to the west of the subject property. The neighborhood is adequately supported by educational, cultural, social and recreational facilities within a kilometer radius. The development is located within a short distance to a robust commercial dominant arterial road, Division Street, and within proximity to transit (Route 2) and other community services.

In my planning opinion, the proposed Zoning By-law Amendment has appropriate regard to matters of Provincial interest under Section 2 of the

Planning Act. Section 6.2 below provides further commentary of the proposal relative to matter of Provincial Interest.

6.2 Provincial Policy Statement (PPS), 2020 & Growth Plan, 2019

The *Planning Act* requires that the Council of a local Municipality shall make decisions on development applications which are consistent with the Provincial Policy Statement (PPS) and conform to the Growth Plan. The PPS was issued by the Ministry of Municipal Affairs and Housing under the *Planning Act* and the Growth Plan was issued under the *Places To Grow Act*.

The DPS Planning Report provides an overview of the key policies and principles as outlined by the Province in Sections 2.1 and 2.2 (Pages 10-13). As highlighted in the DPS Planning Report, the proposed development is consistent with Sections 1.1.3.1, 1.1.3.2 and 1.3.1 polices of the Provincial Policy Statement;

In general, the primary directives of the documents include such issues as:

- fostering the development of complete communities which are strong, sustainable, liveable, healthy and vibrant, and which enhance human health and social wellbeing by accommodating a range and mix of uses, including institutional uses, to meet long-term needs;
- Land use patterns within settlement areas shall be based on densities and mix of land uses which; a) sufficiently use land and resources and b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- promoting efficient, cost-effective and transit-supportive land use and development patterns to minimize land consumption and servicing costs and support active transportation;
- facilitating intensification, redevelopment and compact built form;
- directing growth and development to urban settlement areas with full municipal services;
- improving social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns; and,
- protecting public health and safety from risk or damage associated with natural and human-made hazards;

The Growth Plan directs that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. In addition, the Plan provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more

compact built form. The urban built form shall include a diverse range and mix of land uses to accommodate the needs of the community, including affordable housing, institutional uses, and community facilities, with convenient access to a range of transportation and public open space options, including the safe, comfortable and convenient use of active transportation and publicly-accessible parks, trails, and other recreational facilities.

Comment/Opinion

The subject property is located within an urban, serviced settlement area and is considered part of the “Built Boundary” of the Town of Cobourg as established by the Growth Plan and Municipal Official Plan. Accordingly, the proposed residential development will introduce a compatible yet fitting density to serve the existing surrounding environment close to services.

In accordance with applicable Provincial and County policies, the Town of Cobourg is expected to grow by approx. 6,000 residents (to 26,105) and approx. 1,700 employees by 2034. Introducing higher density residential development as part of the development would assist towards achieving the Town’s and County’s residential intensification targets as per the County Official Plan and Provincial Growth Plan.

A key component of the PPS 2020 is support for the Provincial goal to enhance the quality of the life for all Ontarians, which includes accommodating the range of uses to meet the long-term needs.

Based on my review of the application for Zoning By-law Amendment, including the supporting background information, it is my opinion that the application is consistent with the PPS and conforms to the Growth Plan. Specifically, the proposal provides for intensification within the urban, serviced area of the municipality and makes effective use of existing infrastructure.

6.3 County of Northumberland Official Plan, 2016

The County of Northumberland Official Plan (the “County OP”) was approved by the Ministry of Municipal Affairs and Housing on July 29, 2015 and finally approved by the Ontario Municipal Board on November 23, 2016. In general, the purpose of the County OP is to:

- Establish a broad, upper tier policy framework intended to guide local municipalities in the preparation of their Official Plans, Official Plan Amendments and zoning by-laws;
- Implement the PPS and Growth Plan at the County level; and,
- Establish a framework for coordination and cooperation amongst local municipalities and the County on planning and development issues that cross municipal boundaries.

The County OP is not intended to duplicate the policies of local Official Plans and recognizes that certain land use planning responsibilities are vested with local municipalities. Accordingly, the County OP provides over-arching guidance necessary to formulate detailed strategies, policies and land use

designations at the local level. Thus, the land use designations and policies in the Cobourg OP essentially remain intact, but would need to be monitored and regularly updated to ensure conformity with the County OP.

The County OP encourages each of the six (6) urban areas in the County to become complete communities, including the provision of convenient access to a full range of housing, local services, and community infrastructure including affordable housing, schools, health, transit, recreation, and open space for their residents. From this perspective, it is the objective of the County OP to:

- Protect, enhance and maintain existing urban areas as diverse, livable, safe, thriving and attractive communities;
- Promote the efficient use of land and infrastructure by directing most development to urban areas where full services are available;
- Provide opportunities for a diversified economic base, including an appropriate mix of employment and institutional uses to meet long term needs;
- Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including public transit, cycling and walking;
- Provide for an interconnected system of public spaces that offer convenient and comfortable access and promote safe and healthy environments; and,
- Encourage a high standard of urban design;

In addition to above, the County of Official Plan also encourages each of the six urban centres to become complete communities where there is:

- A range of housing types for all levels of income and ages;
- A population level and density that supports the provision of public transit, where feasible;
- A strong live/work ratio, where the majority of residents are employed in the community in which they live;
- Choice in the market place, in terms of obtaining goods and services;
- A range of educational and training opportunities;
- A range of health care services for the majority of the residents;
- A range of community and social services to assist the majority of those in need in the community; and,
- A range of cultural and recreational opportunities and facilities.

Comment/Opinion

In my opinion, the County Official Plan encourages a mix of residential uses in

urban centres to accommodate and create complete communities that foster growth. The proposed land use is desirable to the context of the neighbourhood while being consistent with province's goal of intensifying growth and development within urban settlement areas. Additionally, the proposal integrated well with adjacent residential development that exists in the neighbourhood.

As referenced in Section 6.2 of this report, the proposed residential land uses would assist in achieving the Town's and County's residential intensification targets while supporting the projected employment growth as well.

Based on my review of the application and supporting documentation, I concur with the conclusions of the DPS Planning Justification Report and it is my planning opinion that the application would conform to County Official Plan.

6.4 Town of Cobourg Official Plan, 2017/ Elgin-Densmore Secondary Plan

The Official Plan is a broad policy document that establishes an overall planning framework or vision for the community, including policies for maintaining and enhancing the existing community structure and for managing change, and for guiding the municipality in implementing the planning process through a variety of mechanisms and approaches. As per the Town of Cobourg Official Plan, the subject property is designated Commercial/residential area in the Elgin-Densmore Secondary Plan according to Schedule "H".

As per the DPS Planning Report (page. 18-25), an overview and analysis of applicable policies and comments on conformity with municipal policies has been provided.

i. General

The abovementioned Provincial and County policies encourage a mix of densities, similar to the "*Missing Middle*" concept where a range of housing and building forms with multiple units that are compatible with single detached (low density) developments, to introduce medium density development to provide more housing per hectare, and as a sustainable initiative toward climate change. The proposed mix of densities and housing types cater to different financial cohorts and may be able to provide for a range of residents.

The Town of Cobourg's Official Plan and County of Northumberland Official Plan envisions Cobourg as one of the main urban centres and economic hubs. Sections 2.2 and 2.5 of the Official Plan contains principles and number of objectives for better growth management to manage the urban growth, with a special emphasis on strong, liveable and healthy communities providing range of opportunities to live work, play and shop within the Town reinforced through:

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

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

such areas.

The above policies encourage and support the proposed medium density residential development and a mix of typologies among existing neighbourhoods.

Comment/Opinion

The proposed development is located south of Highway 401 interchange, north of Densmore Road and within proximity to major commercial, institutional and recreational amenities. It is my opinion that the proposed Zoning By-law amendment would be consistent with the existing uses and Sections 12.10.1 and 12.10.2 a) of the Secondary Plan.

ii. Urban & Landscape Design Guidelines

In order to achieve high quality design standards along collector roads in neighborhoods, the Town of Cobourg highly encourages proponents to integrate the Town of Cobourg's Urban and Landscape Design Guideline into any proposed design. The policies of Section 5.0 of the Official Plan provide direction for evaluating development from an urban design and improved perspective, and are to be read in conjunction with the Urban and Landscape Design Guidelines. Key themes include streetscape design, building design, significant views, heritage conservation, landscape design, community design, community improvement, accessibility, commercial/mixed use development design, and active transportation.

Comment/Opinion

The development proposes different housing typologies ranging from standard townhouse units, rear-lane townhouse units, and stacked townhouses units, which are consistent with aforementioned policies, while providing a modern streetscape design along Densmore Road. The development is subject to further municipal and partner agency's approval via Site Plan Approval prior to commencing construction. In my opinion, the proposal satisfied the community design and improvement policies of Official Plan and Urban & Landscape Design Guidelines.

iii. Transportation

The transportation strategy of the Official Plan is based on the principle of providing a safe, economic and efficient transportation system while offering a balance of transportation choices that reduces reliance of single mode and promotes transit, cycling, walking and other modes of active transportation. The proximity to amenities offers the opportunity for public to integrate land use and transit system, and to optimize alternative modes of travel.

A Traffic Impact Study (TIS) was conducted and submitted with the 2005 Zoning By-law amendment in support of the application, and a new Traffic Impact Study will be submitted with the Site Plan Approval application in support of the technical analysis. As illustrated on the preliminary site plan, the development provides an adequate number of parking spaces to accommodate the proposed dwelling units. The site plan layout, including access points to Densmore Road, is identical to what has already been approved by the Town and pre-serviced.

Comment/Opinion

The proposed traffic and parking impacts associated with the addition of nine (9) dwelling units (and the elimination of the commercial block) should not affect the existing traffic flows of neighbourhood nor is the proposal expected to impose any significant net increase in traffic or create new traffic hazards. Further analysis will be conducted upon submission of the Site Plan Approval application.

iv. Municipal Servicing Infrastructure

The subject property was approved for pre-servicing in 2015 and underground infrastructure was installed and as such, a Functional Servicing Report (FSR) completed by Engage Engineering Ltd. was submitted with the new Re-Zoning application to ensure the existing infrastructure would adequately service the proposed addition of 9 new units. The new development will be serviced by municipal services, and further technical analysis of the Departmental requirement are subject to approval at Site Plan Approval.

Comment/Opinion

The application was circulated to Development Review Team (DRT) and it was determined that the particulars of the servicing requirements are technical in nature and subject to finalization of details at the Site Plan Approval stage. It is not anticipated that there will be any significant issues with the existing servicing framework.

6.5 Town of Cobourg – Zoning By-law No. 85-2003

The DPS Planning Report provides an overview of the application's Zoning By-law requirements for the property. The property was subjected a Zoning By-law amendment in 2005 to allow "Multiple Residential Four Exception 18 (R4-18)" and was conditionally approved with a Draft Plan of Subdivision for 34 townhouses, a commercial block and up to 80 apartment unit for a total density of 114 units.

The 2021 application proposed an amendment to the Zoning By-law, specifically amending By-law #12-2005 that was approved in 2005, to modify the permitted buildings on the apartment block by adding "Stacked Townhouses" to the list of permitted building types and to increase the density of the subject lands from current maximum of 114 dwelling units to 123 dwelling units. Five (5) of the additional unit are for conventional townhouse units intended to replace the commercial block at the south-west corner of the Subject Lands, and four (4) of the additional units will be accommodated within the new stacked townhouse design towards the north limits of the property abutting the Highway 401 ramp. Please refer to attached "**Appendix II**" Site Plan depicting the current proposal.

The subject property is zoned "Multiple Residential Four, Exception 18 (R4-18)" in the Town of Cobourg Comprehensive Zoning By-law No. 85-2003, as amended by By-law No. 12-2005. The proposed amendment promotes similar development land uses, road layout, and building patterns as the previous

approved iteration with the exception of the aforementioned building type adjustments.

6.6 Department & Agency Comments

The application for Zoning By-law Amendment was circulated to municipal department and partner agencies. No major concerns and comments were submitted with respect to the request for Zoning By-law Amendment. Further detailed analysis to follow upon submission of Site Plan Approval application.

6.7 Public comments

No submissions were received regarding the application for Zoning By-law Amendment in writing and email. A concern regarding the traffic flow and addition to the existing neighborhood traffic was raised during the statutory public meeting. As noted in Sec. 6.4 iii. above, the proposal should not adversely affect the existing traffic flows of neighbourhood nor is the proposal expected to impose any significant net increase in traffic or create new traffic hazards. As confirmed by the applicant, a revised Traffic Impact Study will be submitted with the Site Plan Approval application for the review of Development Review Team prior to final approval. No other concerns were presented during the statutory public meeting regarding the proposed Zoning By-law Amendment.

7. FINANCIAL IMPLICATIONS/BUDGET IMPACTS

There are no anticipated negative financial implications imposed on the Municipality as a result of this application. The developer will be responsible for all infrastructure costs associated with servicing and developing the site. The applicant has submitted the requisite \$7,500.00 in application fees and deposit. Approval of an application for Site Plan Approval will be required following approval of the Zoning By-law Amendment, if granted by Council.

8. CONCLUSION

Based on the evaluation of the application relative to the applicable Provincial, County and Municipal policy and regulatory framework, it is my opinion that the proposed Zoning By-law Amendment is appropriate, desirable and represents good planning for following reasons:

- i) The proposal will satisfy the key policy and regulatory directives of the Planning Act, Provincial Policy Statement, A Place to Grow – Growth Plan, County of Northumberland Official Plan, the Cobourg Official Plan and Elgin-Densmore Secondary Plan policies, most notably relating to the providing mix of densities consistent with the “Missing Middle” concept and introducing a broad mix of uses that meets the long-term residential needs.
- ii) The proposed development is consistent with the intended purpose of Elgin-Densmore Secondary Plan and Commercial/Residential policies of the Town of Cobourg’s Official Plan.

- iii) The proposed development, as revised, forms a compatible addition to the existing neighbourhood and will facilitate the development of this vacant, pre-serviced site.

9. Attachments

Appendix I – Design Planning Services Inc. - Planning Justification Report

Appendix II – Preliminary Site Plan

NEW DENSMORE ROAD

PLANNING JUSTIFICATION REPORT

JUNE 2ND, 2021



DESIGN
PLAN
SERVICES

TOWN
PLANNING
CONSULTANTS

DESIGN PLAN SERVICES INC.

DPS JOB NUMBER : 2060

APPLICATION FOR:

ZONING BY-LAW AMENDMENT

RED-LINE REVISION

DESIGN PLAN SERVICES INC.

TOWN PLANNING CONSULTANTS

900 The East Mall
Suite 300
Etobicoke, Ontario
M9B 6K2
Tel: 416.626.5445

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SCHEDULE C: Site Plan

SCHEDULE D: MPLAN (39M)

SCHEDULE E: Rezoning By-law 120-2005

SCHEDULE F: Redline Revision

SCHEDULE G: County of Northumberland Official Plan Schedule A Land Use Map

SCHEDULE H: Town of Cobourg Official Plan Schedule A Land Use Map

SCHEDULE I: Elgin-Densmore Secondary Plan by Town of Cobourg Official Plan Schedule H

SCHEDULE J: Building Elevation Draft Rear Lane Town

SCHEDULE K: Zoning By-law Amendment

SCHEDULE L: Updated Draft M-Plan

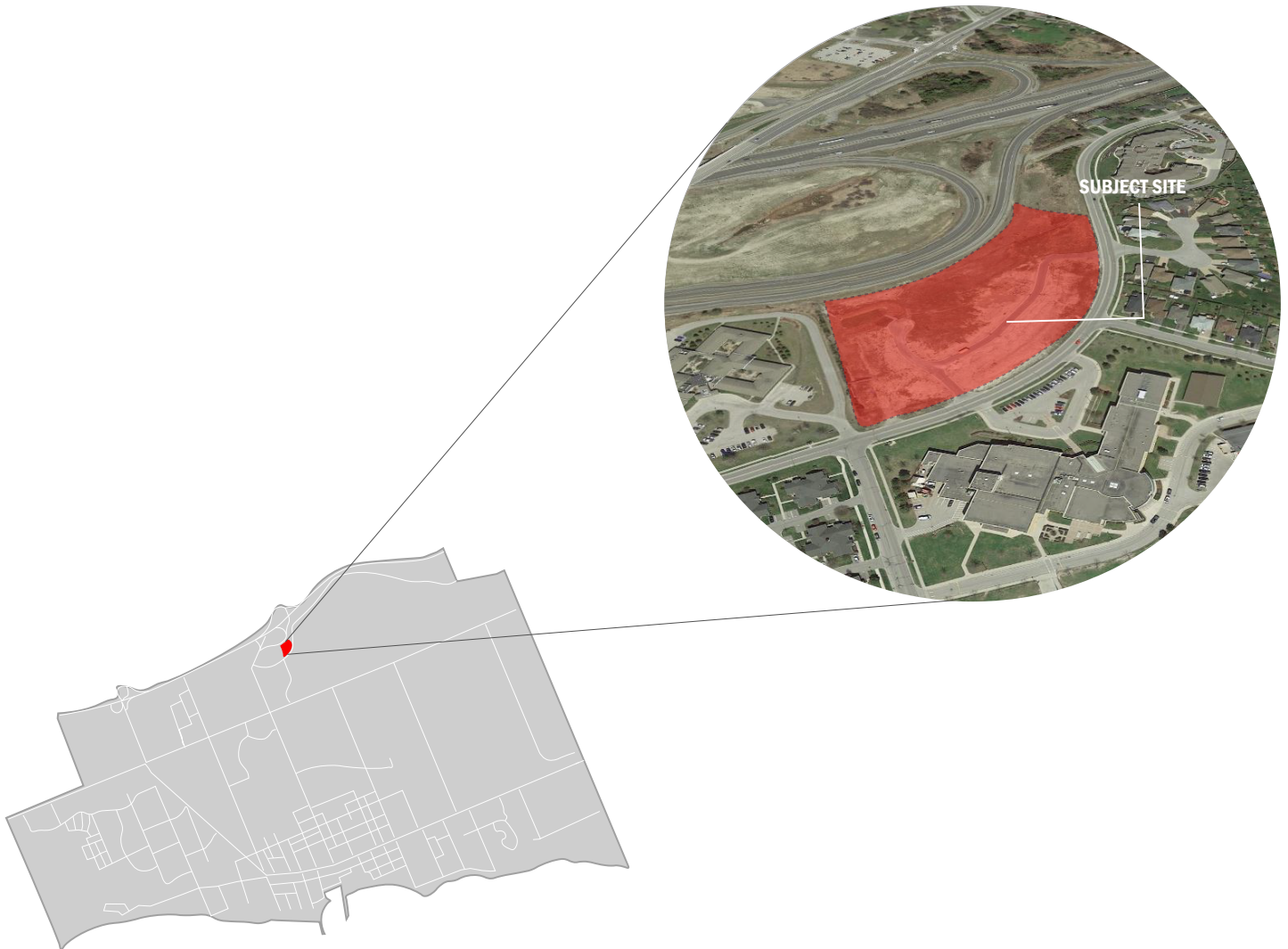
An aerial photograph of a suburban landscape. A multi-lane highway runs diagonally from the top left towards the center. To the right of the highway is a residential neighborhood with winding streets and houses. Further right is a golf course with a distinct green fairway and a small pond. The bottom left corner shows more residential development. The entire image is overlaid with a dark, semi-transparent filter.

INTRODUCTION

1.0

1.0 Introduction

This Planning Justification Report has been prepared in support of a zoning by-law amendment and red-line revision application under the Planning Act, R.S.O. Chapter p.13, as amended, for lands in the Town of Cobourg along Densmore Road. This application, if approved, would result in permitting 123 dwellings, consisting of Townhouses and Stacked Townhouses on the Subject Property. The existing zoning permits an increased density from the zoning that existed prior to 2005. Consultation has been ongoing with the municipality and a Planning Justification Report was identified as one of the requirements of a complete application. This report provides an overview of the development proposal, identifies relevant Provincial and Town policies and regulations that currently apply to the subject property, details compliance with the Town of Cobourg Official Plan, details the proposed amendment to Zoning By-law 85-2003, and provides background and rationale for the proposed amendment.



▲ Figure 1: Contextual diagram of subject site

Source: DPS

1.1 Description of the Subject Property

The Subject Property is located in the Northern area of the Town of Cobourg, within the County of Northumberland. It is more specifically located with frontage along the north side of Densmore Road across from Parkview Hills Drive, and abutting Highway 401 access ramp to the north.

The legal description of Subject Property is Plan of Subdivision of Part of Block A Registered Plan 227 (Geographic Township of Hamilton) Town of Cobourg, County of Northumberland. The subject property is municipally known as PIN 51244021 and is immediately east of 130 Densmore Road. (See Schedule A) for the general location of the Subject Property and (Schedule B) for the boundaries of the Subject Property. The proposed Site Plan can also be found as Schedule C of this report.

The Subject Property is currently vacant with no existing structures on the site at this time. There is a newly constructed road network, which has two access points connecting to Densmore Road. These road patterns were constructed upon the conditional draft plan of subdivision approval of Plan 39M-xx (See Schedule D) and zoning by-law amendment (By-law 120-2005) which was obtained by the previous owners of the land (See Schedule E).

Plan 39M-xx was approved through Subdivision File No. 14T-05002 with the following details pertaining to Blocks 1-7;

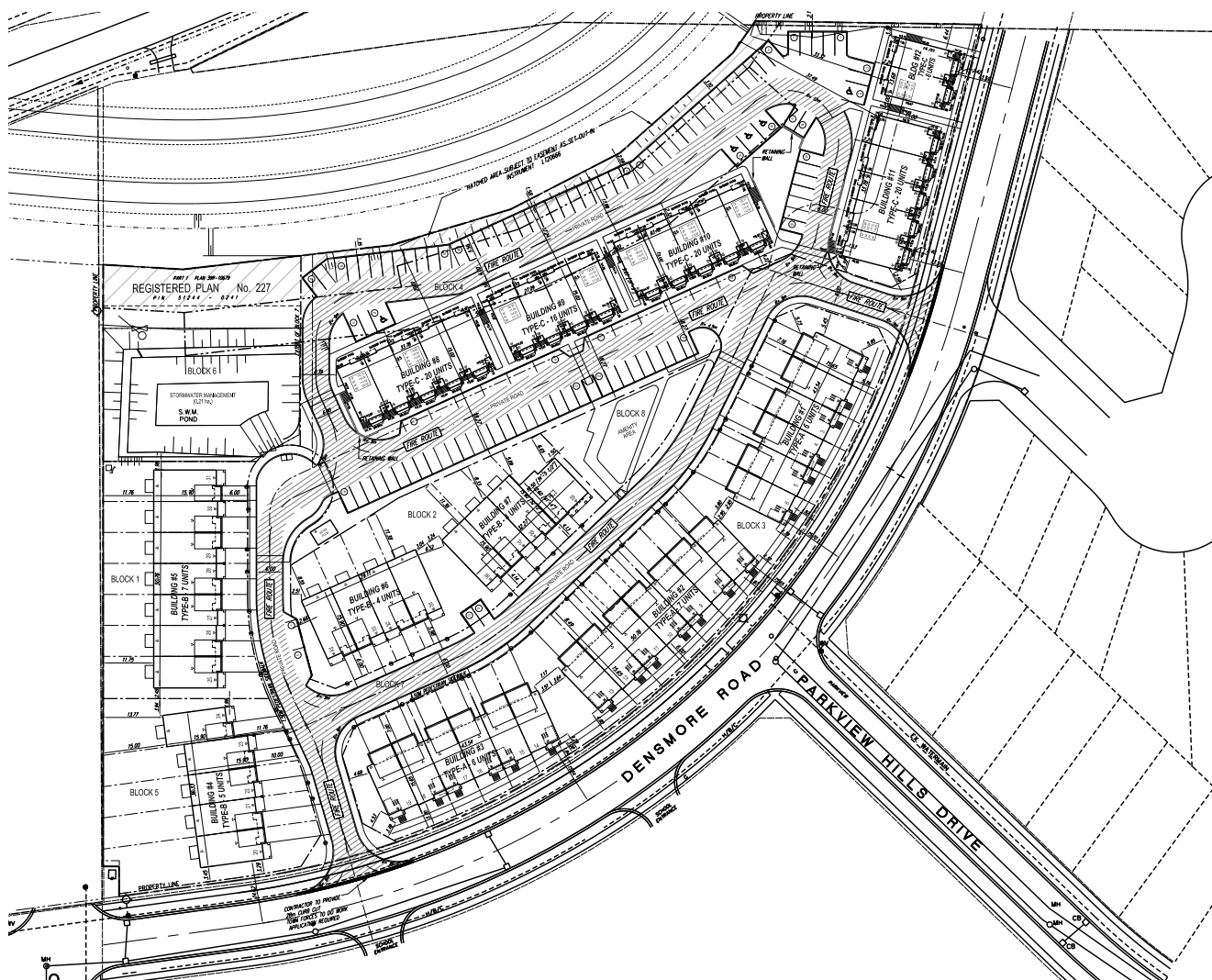
- Blocks 1-3 inclusive, being three (3) townhouse blocks;
- Block 4, being an apartment block;
- Block 5, being a commercial block;
- Block 6, being a stormwater management block; and,
- Block 7, being a private laneway block.

The zoning by-law amendment for the subject property was obtained through municipal file No. Z-4-05 and Z-04-05SUB. The subject property zoning was amended from Development 'D' to R4-18 and was approved by the Town of Cobourg on November 28th, 2005 (See Schedule E). The permitted Density for Apartment buildings is 80 dwelling units maximum within By-law 12-2005 with no set density requirements listed for townhouses. A parking requirement of 2.0 spaces per a townhouse dwelling is also included in the approved by-law. The subject property also had a block designated for commercial use through the conditionally approved draft plan of subdivision, and had a site specific zoning specification for block 4 of Plan 39M-xx of Neighbourhood Commercial Exception 7 (NC-7). This zoning permitted 5 townhouses on the designated commercial block with a maximum height of 2 storeys and a minimum area of 0.2ha.

1.2 Description of the Proposal

The Subject Property will need a Zoning By-law Amendment with a concurring Red-line revision to slightly amend the location of the northern line of Block 2 as well as creating a separate block (Block 8) for the amenity area abutting Block 2 (See Schedule F). Schedule L depicts the revised Draft M-Plan which is consistent with the redline revision within Schedule F to accommodate the proposal as submitted with this Planning Justification Report. The proposal is to permit 123 dwelling units consisting of townhouse dwellings and stacked townhouse dwellings. The subject property was conditionally approved for a draft plan of subdivision in 2005 (Municipal File No. 14T-05002) and this application will be developing all proposed units within the existing Blocks of the previous approval except for the slight amendment to Blocks 2 & the creation of block 8 for the amenity area through a red-line revision.

The Subject Property was also subject to a Zoning By-law amendment in 2005 (Municipal File No. Z-4-05 and Z-4-05SUB) to amend the zoning of the subject lands from 'D' to R4-18. The proposal for 123 Townhouses will need a newly approved zoning by-law amendment on the subject property, but will be fairly consistent with the R4-18 standards that were previously approved on the Subject Property.



▲ Figure 2: Proposed site plan

Source: 4 Architecture Inc.

1.3 Surrounding Land Uses

a) North

To the immediate north, abutting the subject property is a Highway 401 access ramp. Further to the north, on the other side of Highway 401 there are single detached residential dwellings.

b) South

To the south of the subject property is a St Mary's C.S.S as well as semi-detached dwellings. Further south of the subject property is a variety of uses fronting onto Elgin Street East, such as Commercial, Institutional, and Industrial.

c) West

To the west of the subject property is Extendicare Coburg, which is a senior's residence. Further West of the senior's residence is a hotel as well as commercial uses such as Coburg Kia, and Rona Coburg Building Supplies.

d) East

To the east of the subject site is a sub division consisting of single detached and semi-detached dwellings. There is also a midrise building located to the east known as "Coburg Estates" with frontage along Densmore Road.



Surrounding Land Uses

▲ Figure 3: Surrounding land uses near subject site

Source: DPS

Surrounding Land Uses



1 Highway 401 Offramp



2 11 Carlton Boulevard



3 St. Mary's Secondary School
(1050 Birchwood Trail)



4 8 Elgin Street East



5 12 Elgin Street East



6 Extencicare Cobourg
(130 Densmore Road)

Images Source: Google Maps // Google Earth



7 Comfort Inn
(121 Densmore Road)



8 Kia Motors
(1145 Division Street)



9 Rona Building Supplies
(1125 Division Street)



10 Cobourg Estates



11 Existing residential dwellings on Parkview Hill

Images Source: Google Maps // Google Earth

An aerial photograph of a suburban area. A multi-lane highway runs diagonally from the top left towards the center. To the right of the highway, there are residential streets with houses and a blue oval track. The background is filled with green trees and some open land. The text "PROVINCIAL PLANS" is overlaid in white, bold, sans-serif font in the center of the image.

PROVINCIAL PLANS

2.0

2.0 Provincial Plans

2.1 Provincial Policy Statement

a. The Provincial Policy Statement (PPS) 2020 was issued under Section 3 of the Planning Act and came into effect May 1, 2020. It replaces the Provincial Policy Statement issued April 30, 2014. It was approved by the Lieutenant Governor in Council, Order in Council No.229/2020.

b. The Provincial Policy Statement sets out high-level policy goals for land-use planning in Ontario. Generally speaking, it promotes efficient development and uses of land, long-term economic prosperity, careful use and management of natural resources and public health and safety.

c. Part V Section 1.1 deals with managing and directing land use to achieve efficient development and land use patterns. Given the residential character around the site, and the development designation within municipal documents, it is reasonable to say that the proposal is consistent and compatible with the abutting land uses. More specifically the proposal adds to the already existing healthy, livable and safe community and meets the following policies:

- i. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- ii. Accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;*
- iii. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

iv. improving accessibility for persons with disabilities and older persons by land use barriers which their full participation in society;

v. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing cost

vi. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

The Subject Property is located within the settlement area also known as the Town of Cobourg, and the following policies under Section 1.1.3 are met by the proposed development:

vii. Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development.

viii. Policy 1.1.3.2 speaks to land use patterns within settlement areas and shall be based on densities and a mix of land uses which:

- a. Efficiently use land and resources;*
- b. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;*
- c. Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e. Support active transportation;*
- f. Are transit-supportive, where transit is*

planned, exists or may be developed.

ix. Policy 1.1.3.3 states that *“planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

x. Policy 1.1.3.4 states that *“appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

ix. Policy 1.1.3.5 states that *“planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions”.*

d. Section 1.4 addresses PPS' policies regarding housing, and the following policies are relevant to the subject proposal:

i. Policy 1.4.1 states that *“it is the PPS' goal to provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area”.*

ii. Policy 1.4.3 points out that appropriate range and mix of housing options and densities shall be provided by the followings:

b. Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-

being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units,

c. Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d. Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e. Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

e. Section 1.6 addresses the PPS' policies on infrastructure and public services. Section 1.6.3 prioritizes the use of existing infrastructure and public service facilities wherever possible. As this site has full municipal servicing (roads, water, wastewater, and stormwater management facilities), it meets the preferred standard set out in this section.

Overall, the proposal to amend the zoning by-law to permit the Subject Property to be developed for 123 dwelling units consisting of “Townhouse Dwellings” and “Stacked Townhouse Dwellings” is consistent with the policies mentioned within the Provincial Policy Statement 2020. The proposal contemplates the provision of additional living opportunities through a variety of housing types in the Town of Cobourg.

The parcel that is currently underutilized and designated for development within the municipalities Official Plan and Zoning By-law will be better utilized for development for future residents of the Town of Cobourg. The proposed use will provide a range of housing options and the proposal promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.

2.2 A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2020)

- a. *The Growth Plan for the Greater Golden Horseshoe, 2019 has been prepared and approved under the places to Grow Act, 2005. The first version was issued in 2006, and it has recently been updated with the new version and came into effect on May 16th, 2019. It is a frame work for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in this region to 2041.*
- b. *The subject land is located within the Delineated Built-Up Area as determined by The Growth Plan 2019.*
- c. *The guiding principles of the growth plan include supporting the achievement of complete communities; prioritizing intensification and higher densities; providing flexibility to capitalize on new economic and employment opportunities as they emerged; supporting a range and mix of housing options; Improving the integration of land use planning with planning and investment in infrastructure and public service facilities; providing and investment in infrastructure and public service facilities; providing for different approaches to manage growth that recognize the diversity of communities in the GGH; protect and enhance natural heritage, hydrologic, and landform systems, features and functions; Support and enhance the long-term viability and productivity of agriculture; conserve and promote cultural heritage resources to support the social, economic and cultural well-being of all communities and integrate climate change considerations into planning and managing*

growth such as planning for more resilient communities and infrastructure to successfully achieve this vision.

- d. Policy 2.2.2 of the Growth Plan addresses developments with 'Delineated Built-Up Areas', and includes the following policies:
 1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is a minimum of 50 percent of all residential development occurring annually will be within development occurring annually will be within the delineated built-up area.*
 2. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - b. *Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c. *Encourage intensification generally throughout the delineated built-up area;*
 - d. *Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e. *Be implemented through official plan policies and designations, updated zoning and other supporting documents.*
- e. Policy 2.2.6 of the Growth Plan addresses 'housing', and includes the following policies:
 1. a) *Supporting housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by identifying a diverse range and mix of housing options and densities.*

2. *Municipalities will support the achievement of complete communities by:*
 - a. *Planning to accommodate forecasted growth to the horizon of this Plan;*
 - b. *Planning to achieve the minimum intensification and density targets in this Plan;*
 - c. *Considering the range and mix of housing options and densities of the existing housing stock; and*
 - d. *Planning to diversify their overall housing stock across the municipality*

The subject site is located within the 'Delineated Built-Up Areas' and the proposal is to develop a currently vacant lot which is designated for development in both the Town of Cobourg's Official Plan and Zoning By-law. Intensification of underutilized lands within the Delineated Built-Up Areas is encouraged by the Growth Plan. The proposed development is an appropriate type and scale of development that can provide residential land use in an area that has been designated for residential intensification. Furthermore, this proposal is in keeping with the density requirements set out within the Growth Plan for the Greater Golden Horseshoe.

We have reviewed all policies of the Growth Plan for the Greater Golden Horseshoe and are of the opinion that this specific proposal conforms to the goals and objectives of the Plan.

An aerial photograph of a landscape featuring a multi-lane highway with a complex interchange system. To the right of the highway, there are several large, curved residential developments with winding streets. The foreground and middle ground show a mix of green spaces, including what appears to be a golf course on the left, and various commercial or industrial buildings. The overall scene is a mix of developed and natural areas.

COUNTY OF NORTHUMBERLAND OFFICIAL PLAN

3.0

3.0 County of Northumberland Official Plan

a. The Subject Property for this proposed development lies within the area designated as 'Urban Area' by the County of Northumberland Official Plan (See Schedule G).

b. The policies related to the designation leave detailed design and implementation considerations to the official plan of the local municipality. However, they do provide some high-level general direction relating to the "Urban Area" as noted below

c. Guiding Principles (Section A2 of the County of Northumberland Official Plan)

A2.3 To direct most forms of development to urban areas where full services are available and to support the efficient use of land and infrastructure to meet the needs of present and future residents and businesses and ensure that an adequate supply of land and housing choices are available for present and future residents.

A2.6 To ensure that housing is available to all ages, abilities, incomes, and household sizes, and is located in areas near public transportation, jobs, and essential goods and services

d. Land Use Concept (Section A3 of the County of Northumberland Official Plan)

The settlement areas in the County are divided into urban areas, which consist of the six urban areas that have built boundaries (Brighton, Colborne, Campbellford, Hastings, Cobourg and Port Hope) and thirty-nine other settlement areas that are considered to be rural settlement areas.

e. Growth Management (Section B of the County of Northumberland Official Plan)

B1 Urban areas and rural settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

f. Minimum Intensification Target (Section B9 of the County of Northumberland Official Plan)

The minimum intensification target for the Town of Cobourg is 39%

g. Complete Communities (Section C1.1 of the County of Northumberland Official Plan)

The County encourages each of the six urban areas to become complete communities where there is:

- a. A strong live/work ratio, where the majority of residents are employed in the community in which they live;*
- b. Choice in the market place, in terms of obtaining goods and services;*
- c. A range of educational and training opportunities;*
- d. A range of housing types for all levels of income and ages;*
- e. A range of health care services for the majority of the residents;*
- f. A range of community and social services to assist the majority of those in need in the community;*
- g. A range of cultural and recreational opportunities and facilities; and,*
- h. A population level and density that supports the provision of public transit, where feasible.*

h. General Land Use Objectives for Urban Areas (C1.2 of the County of Northumberland Official Plan)

Residential Areas. It is the objective to:

- a. Maintain and enhance the character and identity of existing residential areas;*
- b. Encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;*
- c. Promote the efficient use of existing and planned infrastructure and public service facilities by supporting opportunities for various forms of residential intensification, where appropriate;*
- d. Encourage increases in density in new development areas to maximize the use of infrastructure and minimize the amount of land required for new development;*
- e. Promote a variety of complementary and compatible land uses in residential areas including special needs housing, community facilities, schools, small-scale commercial uses and recreational open space areas;*
- f. Encourage a high standard of urban design for development and redevelopment;*
- g. Encourage local municipalities to establish comprehensive design guidelines and policies to foster the establishment of communities that are safe, functional and attractive; and,*
- h. Implement street designs that provide for pedestrian, cycling and other non-motorized modes of transportation to help create more healthy and complete communities.*

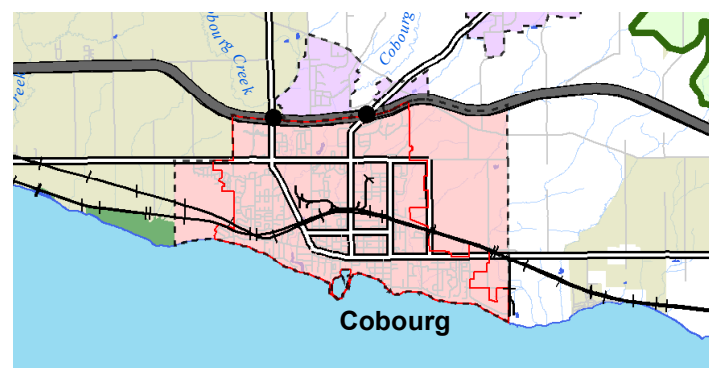
i. General Land Use Objectives for Urban Areas (C1.2 of the County of Northumberland Official Plan)

- f) all buildings shall be of high quality design, particularly adjacent to arterial roads and Highway 401, to reflect the unique character gate-way image of the urban area*

The subject site is located within the 'Urban Area' designation within the County of Northumberland Official Plan. The proposal helps meet the intensification policies within this plan by allowing for intensification of an underutilized lot that currently exist today, while helping provide for a complete community within the Town of Cobourg. This proposal will contribute to the growth of an Urban Area within the county and will help achieve their intensification targets for the expected growth population.

The design of the proposed dwellings will be completed with high quality design to ensure a quality image of the Towns built form from Highway 401. The creation of 123 Dwelling Units on a property that is intended to be developed for intensification within the county's Official Plan as well as within the Town of Cobourg official plan allows this development proposal to assist in achieving the policy, goals and objectives of this plan.

We have reviewed all policies of the County of Northumberland Official Plan and are of the opinion that this specific proposal conforms to the goals and objectives of the Plan.



▲ Figure 4: Cobourg designated as "Urban Area" on Land Use Map
Source: County of Northumberland

An aerial photograph of a town, likely Cobourg, showing a complex highway interchange with multiple lanes and ramps. The surrounding area includes residential neighborhoods with houses and streets, commercial areas with larger buildings and parking lots, and some green spaces. The image is overlaid with a semi-transparent dark layer to make the white text stand out.

TOWN OF COBOURG OFFICIAL PLAN

4.0

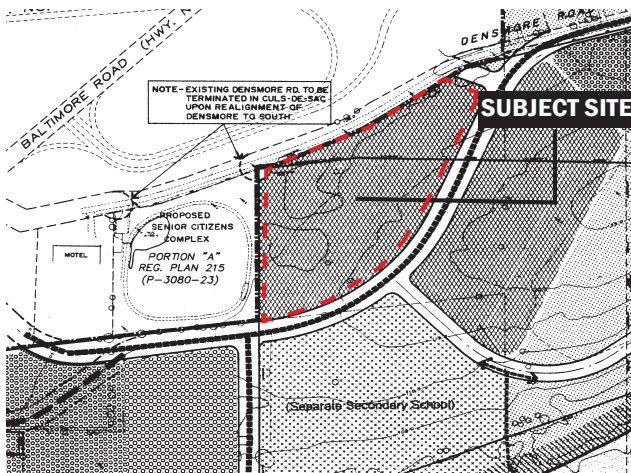
4.0 Cobourg Official Plan

- a. The subject site for this proposed development is designated as “See Schedule “H” Land Use Schedule Elgin-Densmore Secondary Plan” within the Town of Cobourg’s Official Plan Land Use Map. (See Schedule “H”)
- b. The subject site for this proposed development lies within the area designated as “Commercial/Residential” within the Elgin-Densmore Secondary Plan by Town of Cobourg Official Plan (See Schedule “I”)
- c. The policies related to Community Design & Improvement are contained in Section 5 of the Official Plan

5.2.1.1 Street System

The layouts of streets, configuration of lots, and the siting of buildings shall ensure that:

- i. *There is no reverse lotting;*
- ii. *There is unobstructed street frontage adjacent to public open space and Environmental Constraints Areas, where appropriate, and subject to appropriate design to ensure that there will be no negative environmental impacts;*



▲ Figure 5: Subject site designated as “Commercial/Residential”

Source: Elgin-Densmore Secondary Plan // Cobourg Official Plan

- iii. *Pavement, sidewalk, and right-of-way widths, as well as the provision of bicycle lanes and paths, reflect the function of the street;*
- iv. *The siting of parking areas, and the siting and massing of buildings and structures on all streets, but particularly on arterial and collector streets, shall generally assist in the creation of high quality streetscapes and, in particular, regard shall be had to providing a sense of enclosure to the street by situating building mass adjacent to the street, and particularly at intersections, to frame the street space;*
- v. *In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, garages shall not:*
 - a. *Protect beyond the facade of the residence; and,*
 - b. *Dominate the frontage of the lot,*
- vi. *Parking areas for non-residential uses or apartments or other large scale residential uses shall be designed to minimize areas where they directly front on the street, and where they do front on the street to reduce their visual impact both on the adjoining streetscape and on users by:*
 - a. *Screening of the lot at the street through the use of such features as low fences, walls and a substantial landscaping buffer, excluding the area of any buildings and driveway crossings;*
 - b. *Locating the building and parking on the site in a manner which reduces their impact on the street, and where buildings are located close*

to the streetline, no parking shall be permitted between the buildings and the street;

c. A reduction in the scale of large parking areas through their subdivision into smaller areas by means of landscaping; and,

d. Joint access where feasible;

vii. Landscaping and/or architectural features provides for features such as the definition of the street and public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions as appropriate through features such as low masonry walls/ metal fences, rockery, special building and roofline treatments, landmark features (e.g. clocks, towers, cupolas, bays, pergolas, weather vanes, art), outdoor activity areas (e.g. patios, plazas, squares), extensive plant material and other identifiable features; and;

viii. Service and open storage areas and utilities and services should be sited away from prominent views from the street to minimize impacts, alternative design options for locating such facilities should be considered, and only where there is no alternative should they be sited in view sensitive locations, in which case decorative screening shall be required.

The proposal plans to use the existing as-built road network that exists on the property today, which was approved through a previous development application. All right-of-way widths proposed reflect the function of the street and are meeting the requirements set out by the Town of Cobourg. The proposed street fronting townhouses and Stacked Townhouse Dwellings will enhance the streetscape along Densmore Road by building the dwellings with high quality materials and will provide a sense of enclosure to the

remainder of the development. The proposed parking lot in the original and already approved proposal will be replaced with stacked townhouse dwellings which will further improve the streetscape along Densmore Road. Furthermore, the proposed private roads are designed to reflect an interconnected street system which will facilitate continuous and direct movement within the development area and the proposed parking for the proposal is designed in a manner to minimize any impacts along Densmore Road as the parking area is located to the North of the Subject Property, away from Densmore road which is located to the South of the Subject Property. All utilities and service areas proposed on the Subject Property are located away from Densmore Road as much as possible to ensure no negative impacts on the street.

e. 5.2.2 Views

i. New development shall be designed to preserve, enhance and/or create significant views of the following features;

a. Lake Ontario;

b. View from the Harbour to the Victoria Hall Clock Tower in accordance with the requirements of the Harbour Area Secondary Plan;

c. Important institutional or other buildings;

d. Open spaces; and,

e. natural features

The Subject Property is not within close proximity to any of the listed features, and therefore the proposal on the Subject Property does not have any impact on the municipality's objectives for improving views for new development in Section 5.2.2.

f. 5.3.3 Areas of Heritage Value, Interest, or Significance.

- i. Designated Heritage Conservation Districts and properties shall be subject to the provisions of the Ontario Heritage Act and the Heritage District Guidelines where applicable. However, there are other areas in the Town which can be regarded as having heritage value, interest or significance, including areas identified in consultation with the Municipal Heritage Committee (Heritage Cobourg), which the Town may establish as requiring special consideration with respect to the review of development applications.*

There is no heritage value, interest, or significance on the subject property and therefore the policies within this section of the Official Plan are not impacted through this proposal.

g. 5.2.4 Landscape Design

- a. The Town shall ensure that appropriate landscaping is provided in new development and redevelopment to:*
- i. Maintain and enhance the character of existing developed neighbourhoods*
 - ii. Allow for the creation of strong landscaped features in newly developing areas, including stormwater management facilities which shall be designated as important components of the Greenlands System, such that they will be incorporated in development in a manner which enhances views and access through street frontage; and*
 - iii. Protect and enhance environmental features and open space areas while having regard for the policies in Section 4, Greenland Systems*

There are no known existing environmental features existing on the Subject Property. However, the proposed development will maintain and/or enhance the character of existing developed neighbourhoods as the proposed residential use for the Subject Property is compatible with the existing neighbourhoods in close proximity. The proposal will also enhance the views and access off of Densmore Road. Furthermore, the proposal includes a stormwater management pond, which is further enhancing the landscaped design of the Subject Property. A detailed Landscaping Plan is to be submitted with the concurrent Site Plan Approval application and will ensure that the objectives of this policy are met.

h. 5.2.5 Safe Community Design

- a. To promote safety and security in public places and minimize the potential for crime, urban design should result in clear, unobstructed views of areas such as parking lots, parks, public institutions and open spaces, while streetscapes should be designed to encourage active public use and natural surveillance opportunities. In particular, the following measures shall be followed:*
- i. The design and siting of new building and structures shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks, and open spaces*
 - ii. Clear, unobstructed views to parks and open spaces shall be provided from adjoining streets;*
 - iii. Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, parking garages and open space areas;*
 - iv. Landscape elements shall be*

selected and sited in order to maintain views for safety and surveillance;

- v. The sharing of such facilities as parking and walkways shall be encouraged to increase use and public presence in such areas;*
- vi. Design which promotes a sense of community ownership for public spaces by maximizing use, control and surveillance opportunities by occupants of adjacent buildings and frequency of use by the public shall be encouraged;*
- vii. The provision of views into, out of and through publicly accessible interior spaces shall be encouraged; and,*
- viii. Design which precludes entrapment or the perception of entrapment through properly identified exits and signage shall be encouraged.*

The Subject Property proposes unobstructed views, and eyes on the street around parking and amenity areas as well as all other areas within the proposed development. The Subject Property will provide adequate lighting throughout the development in order to maintain views for safety and surveillance. The entire development is interconnected through the incorporation of sidewalks which provides connectivity throughout the Subject Property. The shared components of parking and amenity space elements will create an increase in public presence and there will be no perception of entrapment as the Subject Property will provide the necessary signage through the entire development to guide the residents with clear direction.

i. 5.2.6 Accessibility and Visibility

- a. It shall be a policy of the Town to work towards the goal of equal access for all persons to public buildings and facilities, and to encourage*

the public and private sector to adopt similar goals with respect to their facilities as required to implement the Ontarians with Disabilities Act. The Town shall work with the Cobourg Accessibility Committee and citizens to continually refine and update a comprehensive, long term strategy for implementation which identifies barriers and proposes options to overcome them, allocates resources for education and change and monitors progress towards those ends. In particular, the principles of universal design should be applied to all public spaces and within new developments to ensure access and visibility for all individuals, while recognizing the need for balance where designated heritage properties or properties in Heritage Conservation Districts are involved. Regard shall also be given to the Ontario Building Code and the Ontarians with Disabilities Act, as well as the Town's Urban and Landscape Design Guidelines, the Heritage District Guidelines and, where appropriate, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.

The Subject Property is being designed to provide 42 out of the 84 stacked townhouses as one-level units with no stairs within the interior of the units. This will increase the living opportunities to all residents within the Town of Cobourg; the design will allow individuals with disabilities to have improved access to dwellings that will suit the needs of an individual with disabilities. The development proposal meets the objectives of this policy and is in keeping with the vision put forward within the Town's Urban and Landscape Design Guidelines, as well as the Ontario with Disabilities Act although the units are not considered to have a universal design.

j. 5.2.7 Active Transportation

- a. In considering the design of public and private facilities, a key consideration shall be features which contribute to enhancements to the ability for movement*

by pedestrians and bicyclists and other active transportation modes, as well as individuals with mobility challenges while recognizing the need for balance in Heritage Conservation Districts. These include additions to the Town's trail system, the use of wide sidewalks, and the provision of bicycle parking and other facilities for bicycles. In particular, in considering pedestrian movement on specific sites, the following shall apply:

- i. Direct and clearly defined pedestrian connections which form an extension of the public transportation system shall be required throughout sites with one main pedestrian connection between all buildings and all adjacent municipal streets and sidewalks, and secondary connections for improved pedestrian access as appropriate;*
- ii. Principal pedestrian routes shall be functionally separated from parking and driveway areas and should utilize a variety of surface materials, textures, colour, landscaping and changes in elevation*
- iii. On large sites street furniture such as benches, waste receptacles, bicycle racks and pedestrian level lighting should be provided along main pedestrian routes where appropriate; and,*
- iv. Opportunities for pedestrian connections with adjacent site should also be explored, and will be required wherever feasible*

The Subject Property is proposed to be developed with pedestrian connectivity throughout the entire site through the inclusion of sidewalks, pedestrian crosswalks, and adequate lighting. The sidewalks on the Subject property will be connected to Densmore Road in order to provide unobstructed access to municipal streets and sidewalks.

These pedestrian connections will be clearly identified throughout the Subject Property, and will function separately from the parking and driveway areas. There are no opportunities to provide pedestrian connectivity to adjacent sites through this proposal but the Subject Property will be connected to the adjacent developments through the municipal sidewalks along Densmore Road.

k. 5.2.8 External Building Design

- a. When considering, as part of site plan approval, the external design of buildings and the design of the adjacent streetscape, the Town shall take into account all the policies of this Plan, particularly the policies of this Community Design Strategy. In addition, in evaluating the external design of buildings the Town shall seek design which reflects the directions in the Town's Urban Design and Landscape Guidelines and, in particular:*
 - i. Includes sustainable building practices such as the use of green roofs and solar panels with the achievement of LEED or Energy Star or other similar certification or equivalent being encouraged*
 - ii. Complements the massing patterns, rhythms, character and context of adjacent existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings;*
 - iii. Clearly defines public and private spaces;*
 - iv. Is designed to incorporate the principles of universal design to ensure access and visibility for all individuals, while recognizing the need for balance where designated heritage properties and properties in Heritage Conservation District's are involved;*

- v. *Is in scale with surrounding development and*
- vi. *Is designed to ensure that all buildings... are designed to animate and create a positive interface with the street through:*
 - a. *The use of architecture and facade treatment (e.g. landmark features, recesses, projections, canopies) of the buildings, including appropriate variation in materials and textures and colours of building ;*
 - b. *Front doors and generous real windows ,or in some cases three dimensional display windows, on any major walls facing streets*
 - c. *Strong pedestrian connections to the street, are carefully positioned to minimize impacts on the street; and,*
 - d. *The location of outdoor activity areas (e.g. patios), landscaping and other site design elements.*

The proposed development for the Subject Property is in keeping with the existing and planned context for massing patterns, rhythms, character and context of adjacent existing development. The development is within the official plan and zoning regulations for overall height at 2 and 3 storeys. The proposed street townhouses are designed to include a variation of materials and textures to enhance the interface with the street and have rear garages to protect the streetscape along Densmore Road. Sidewalks are proposed throughout the entire development, which will enhance the pedestrian connectivity to the street and minimize any impacts on the street by providing designated pedestrian walkways to provide future residents easy access throughout the neighbourhood. The proposal

clearly identifies public and private spaces within the Subject Property by providing amenity space for all future residents as well as private space within each residential dwelling unit. Furthermore, the application proposes 42 units which are designed to provide improved living opportunities for all individuals as they are one-floor and have no stairs within the interior of the units (See Schedule J for Building Elevations).

- l. The policies related to the Elgin-Desmore Secondary Plan are contained in Section 12 of the Official Plan.
- m. Under the Elgin-Densmore Centre Secondary Plan, the subject site is included in the Commercial/Residential area. The Plan in section 12.10.1 states that depending on the future nature of Densmore Road and the strength of the market for commercial uses in the north part of Coburg, the lands designated Commercial/Residential may be used for either residential uses, commercial uses, or a combination of both
- n. 12.10.2a Permitted Uses (Residential)
 - a. *A full range of medium and high density residential uses shall be permitted. These shall include row and cluster housing, quadraplexes, street front townhouses, and apartments up to a maximum of 6 storeys in height.*

The Subject Property is proposed to be developed for residential uses only. The built form being proposed is Street townhouses, and stacked townhouses with a density of 50 units per hectare. There are street front townhouses proposed, and all dwellings are proposed to be fewer than 6 storeys in height, which helps meet the objective of this policy.

o. 12.10.3 Area Policies

- a. *Co-ordination of development in the*

Commercial-Residential designation is essential to ensure high quality compatible uses. To ensure such co-ordination, it is not deemed appropriate to “prezone” these sites prior to the submission of specific development proposals. Therefore, all applications for development shall require an amendment to the Zoning By-law. Applications for amendments shall be evaluated in conformity with the policies of Sections 12.10.3, 12.10.4, 12.10.5 and 12.10.6.

b. Applications for approval of development will be evaluated based on submission of:

i. A concept plan for all lands owned by the applicant in the Commercial/Residential designation indicating building envelopes, density, height, parking areas, vehicular access arrangements, landscaped areas, relationship to adjacent uses, where such information can be established, and pedestrian circulation including linkages to other key sites in the Secondary Plan area; and,

ii. A noise study where required to determine what noise attenuation measures are required to reduce noise to an acceptable level.

c. Applications for approval of development will also be evaluated based on the following criteria and conformity with the policies in Section 12.10.4, 12.10.5, 12.10.6 and, where reasonably applicable, 12.7.2.e).

i. Due to the high visibility of the lands from Highway 401, buildings shall be designed in an attractive and high quality manner which will promote a positive image of the Town; in particular, buildings shall be designed to reduce the impact of the massing of the struc-

ture to portray an image consistent with the historical scale of development in Cobourg;

ii. Total building height does not exceed 6 storeys with a minimum height of three storeys:

iii. A minimum of floor space index of 0.5 and a maximum floor space index of 2.0 shall be required, provided that the Town may consider a reduction in the minimum density for the initial phase of development where the approved development plan provides for the ultimate achievement of the minimum density;

iv. Siting of buildings clearly defines the street line along Densmore Road; and

v. Careful integration of commercial and residential uses to minimize conflicts, or clustering of such uses, with provision of adequate buffering, to minimize conflicts.

d. Commercial and residential uses, other than those in mixed use buildings, shall be zoned in separate zoning categories in the implementing zoning by-law.

A detailed Site Plan is being submitted with the Zoning By-law amendment application for the Town of Cobourg to review. This is being done to demonstrate that the site can be developed in a coordinated manner consistent with the draft by-law being proposed. As seen on the site plan, the street line along Densmore Road is clearly identified through the location of the proposed street front townhouses as well as the stacked townhouses fronting onto Densmore Road within Building 11 and 12. The proposed floor space index for each residential dwelling unit is proposed to be within the minimum of 0.5 and the maximum of 2.0 and there are no commercial components included on the lands

subject to the Zoning By-law amendment. The proposed Stacked Townhouse Dwellings will provide a better visual appearance on the Subject Property compared to the already approved Apartment Buildings off of Highway 401. The design of the proposed buildings will ultimately be determined through the Site Plan Approval Process, but will be designed in a manner which will promote a positive image of the Town of Cobourg, and will be consistent with the historical scale of development.

p. 12.10.4 Residential Policies

- a. *The residential density of the lands in the Residential/Commercial designation shall not exceed 98 units per net residential hectare with a minimum density of 50 units per net hectare.*
- b. *Medium or high density development shall be designed and sited in such a manner as to minimize their effect on adjacent land uses particularly low density residential uses*
- c. *Adequate buffer planting and screening shall be provided between medium and high density residential uses and low density uses in order to provide for a reasonable degree of compatibility and effective spatial separation.*

The proposed development is within the density range for the Subject Property at 50 Units per net hectare as per the Elgin-Densmore Secondary Plan policies. The street fronting townhouses and stacked townhouse dwellings will enhance the streetscape along Densmore Road and improve the look from a visual perspective for the adjacent residential uses. The Subject Property will provide adequate separation from the existing Extendicare Cobourg facility to the East as well as Highway 401 to the North and is separated from the existing low use residential uses across the street by Densmore Road. The proposed

development is designed in a manner which meets the overall policy objectives within the Town of Cobourg's Official Plan. The 123 dwelling units will have a large contribution in helping the Town achieve their density targets for the year 2031, while providing a mix of built forms, which is encouraged within the Official Plan. 42 of the Stacked Townhouse Dwelling are designed as one storey units with no interior stairs to increase accessibility within the dwellings for people with disabilities which is also encouraged through the Town of Cobourg's Official Plan. Further to the above, the proposal respects and reinforces the already existing site specific by-law scale, height, massing, lot pattern, building type, orientation, character, form and planned function of the Subject Property. The proposed development provides intensification in an area which is designated by both the County and Town for increased density, which further allows the proposal on the Subject Property to meet the objectives of the policy within the Official Plan. We have reviewed all policies of the Town of Cobourg Official Plan and are of the opinion that this specific proposal conforms to the goals and objectives of the Plan.

An aerial photograph of a suburban area, overlaid with a dark, semi-transparent filter. A multi-lane highway runs diagonally from the top left towards the center. To the right of the highway, there's a residential neighborhood with winding streets and houses. In the lower right, a blue-outlined oval field, possibly a sports field, is visible. The text "PROPOSED DEVELOPMENT" is centered in white, bold, sans-serif font.

PROPOSED DEVELOPMENT

5.0

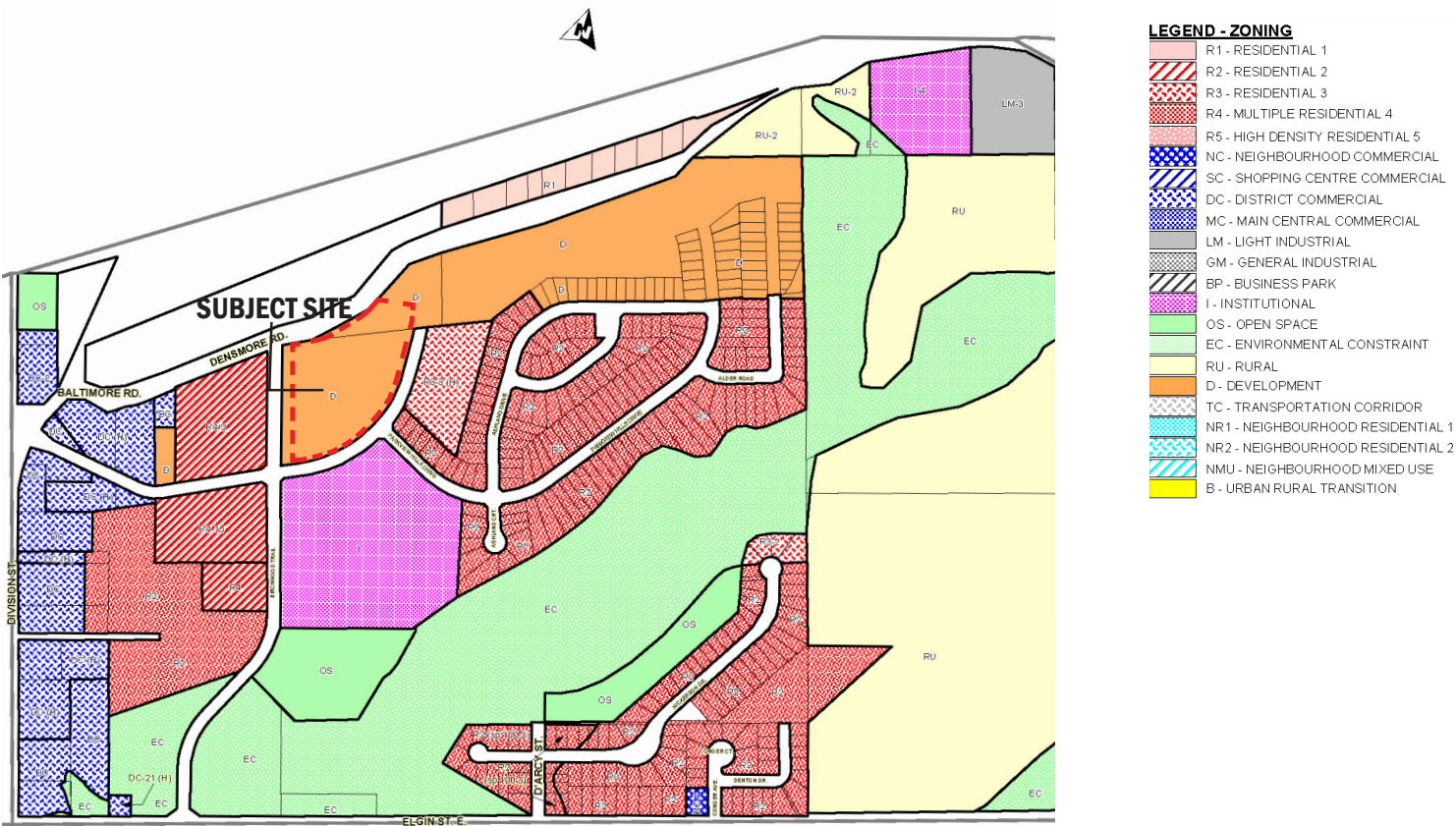
5.0 Proposed Development

5.1 Zoning By-Law Amendment

The proposal would require a Zoning By-Law amendment to allow the development of 123 dwelling units, with the built form consisting of townhouse dwellings and stacked townhouse dwellings. The subject property has a current zoning “R4-18” which is to be deleted and replaced with the Zoning By-law Amendment found in Schedule K. The proposed Zoning By-law Amendment is consistent with the existing site specific by-law for the Subject Property not withstanding some very minor changes to permit the proposed development. A zoning by-law amendment is required for all new development within the Elgin-Densmore Secondary Plan and the proposed development is in conformity with the Town of Cobourg’s Official Plan, and helps the Town meet the objectives of their Official Plan and Density targets through this application. The Draft By-law attached is being submitted for the purposes of permitted the concept plan as attached as Schedule K.

5.2 Red Line Revision

The purpose of the red-line revision is to amend Blocks 2 & 4 as well as creating Block 8 for the Amenity Area. Block 5 is to be amended to add the words “Residential”, which is permitted within the existing zoning permissions on the Subject Property. The redline revisions were completed on the draft approved plan from 2005 which was produced by Plantactics (See Schedule L).



▲ Figure 7:Town of Cobourg Zoning By-law Map 13

Source: Town of Cobourg

An aerial photograph of a suburban area, featuring a multi-lane highway running diagonally across the upper half, residential streets with houses, a golf course with a pond on the left, and a large commercial or industrial area with several large buildings in the lower right. The text 'SUMMARY & CONCLUSIONS' is overlaid in the center in white, bold, sans-serif font.

SUMMARY & CONCLUSIONS

6.0

6.0 Summary & Conclusions

The proposed development is contemplated by the Policies of the Town of Cobourg Official Plan the County of Northumberland and represents a logical progression of the existing residential development within the Elgin-Densmore area. The proposal is also similar to the already approved zoning by-law amendment on the Subject Property, but is proposing stacked townhouses instead of Apartment Dwellings to meet different needs of all current and future residents of the Town of Cobourg.

While contributing to the overall variety of dwelling types available to the current and future residents of the Town, this development directly assists the Town in achieving a complete community with appropriate density that reflects current policy and plans for the Province. The development of the subject lands will contribute positively to the lives of the residents of the Town by implementing County Plan Policies and goals, and adding to the residential tax base within the Town and County.

Based on all of the information above, and after a review of all the supporting documentation, it is our professional opinion that the submitted applications should be approved to permit residential development as proposed. This proposal is a logical extension to the existing development in the Elgin-Densmore area and will implement all applicable Provincial, County and Town policies while serving to enhance the lifestyle of all future residents.



I hereby certify that this plan/report was prepared by or under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planner Institute Act, 1994.

Date: June 2nd, 2021

A handwritten signature in black ink, appearing to read "T.J. Cieciora".

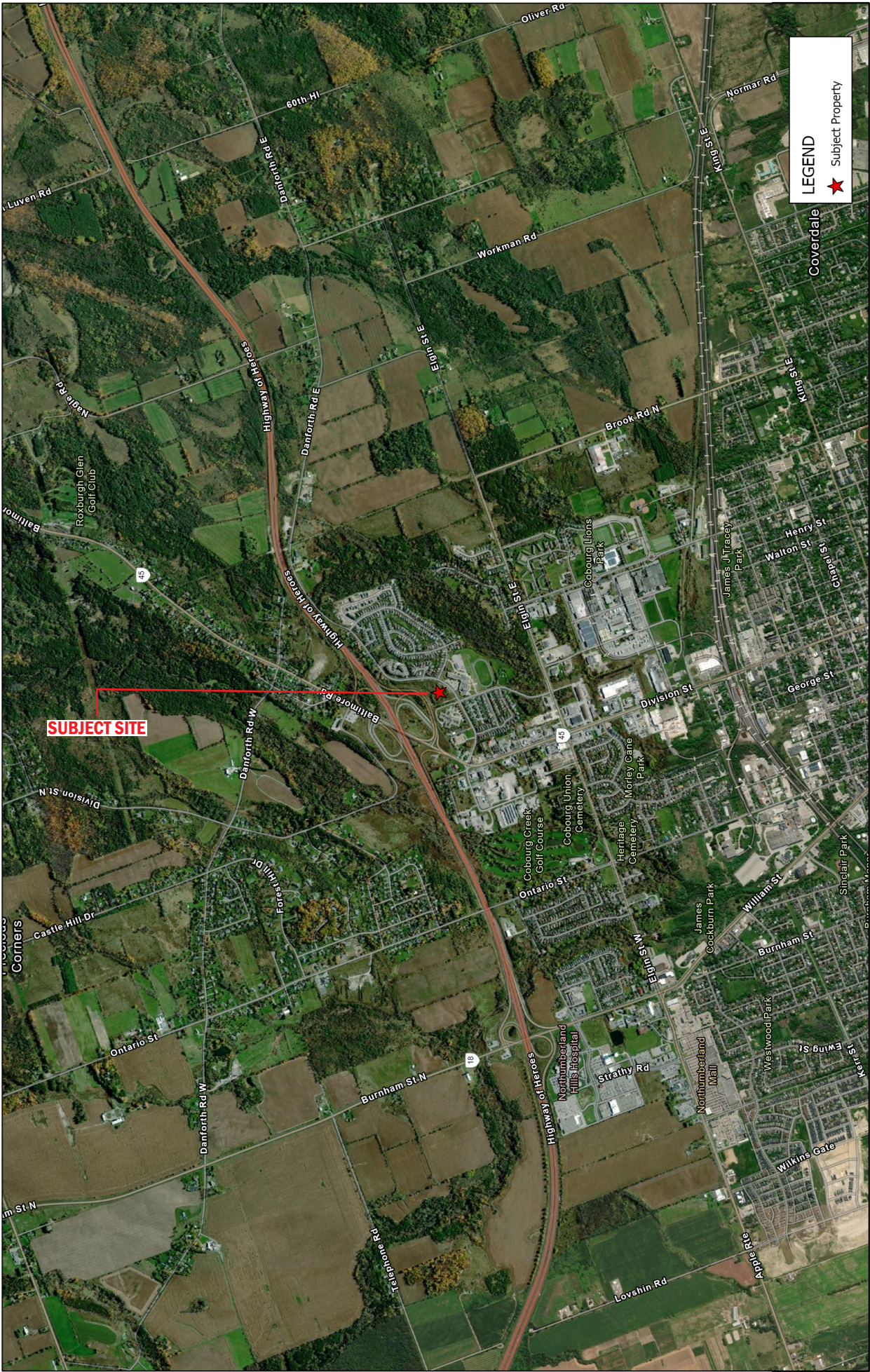
T.J. Cieciora, MSc MCIP RPP

Planner and Principal

An aerial photograph of a suburban area, featuring a multi-lane highway running diagonally from the top left towards the center. To the right of the highway is a residential neighborhood with winding streets and houses. Further right, a golf course is visible with its green fairways and a small pond. The overall image has a dark, muted color palette, typical of a design background.

SCHEDULES

7.0



Schedule A - New Densmore Road, Coburg Location Map 1/3

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Town Planning Consultants

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scale	NTS	Date	2060-SC1	Drawing No	Drawn	RW
		05/18/2021				Design



LEGEND

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Subject Property

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Schedule A - New Denmore Road, Coburg Location Map 2/3



Schedule A - New Densmore Road, Coburg Location Map 3/3

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scale	NTS	Date	05/18/2021	Drawing No	2060-SC1	Drawn	RW
							Design

Schedule B - Plantactics Draft Plan of Subdivision

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NTS

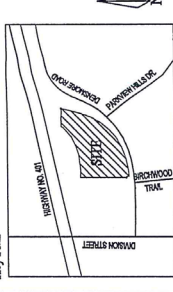
Date
05/06/2021

Drawing No
2060-SC2

Drawn
RW
Design

DRAFT PLAN OF SUBDIVISION
PART OF BLOCK 'A'
REGISTERED PLAN NO. 227
TOWN OF COBOURG
COUNTY OF NORTHUMBERLAND

Key Plan



Section 50, Planning Act, Additional Information

- A. As shown on Draft Plan.
- B. As shown on Key Plan.
- C. As shown on Draft Plan.
- D. As shown on Draft Plan.
- E. As shown on Draft Plan.
- F. As shown on Draft Plan.
- G. As shown on Draft Plan.
- H. As shown on Draft Plan.
- I. As shown on Draft Plan.
- J. As shown on Draft Plan.
- K. As shown on Draft Plan.
- L. As shown on Draft Plan.
- M. As shown on Draft Plan.
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- Q. As shown on Draft Plan.
- R. As shown on Draft Plan.
- S. As shown on Draft Plan.
- T. As shown on Draft Plan.
- U. As shown on Draft Plan.
- V. As shown on Draft Plan.
- W. As shown on Draft Plan.
- X. As shown on Draft Plan.
- Y. As shown on Draft Plan.
- Z. As shown on Draft Plan.

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lands in the subdivision shown on this Plan and the reliability of the measurements shown thereon have been determined by me or under my direct supervision and to the best of my knowledge and belief are accurate and correctly shown in accordance with the Act.

Surveyor:
Mary Johnson, G.L.S.

DATE:

OWNER'S AUTHORIZATION

I hereby authorize the execution of this Plan and the reliability of the measurements shown thereon to be used for the purposes of the Act.

DATE:

OWNER'S AUTHORIZATION

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Schedule D - Plan 39M

D

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NTS	05/06/2021	2060-SC3 Drawing No	Drawn	RW Design
scale	Date			

THE CORPORATION OF THE TOWN OF COBOURG

BY-LAW NUMBER 120-2005

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 85-2003 (North-east Corner of Densmore Road and Birchwood Trail).

WHEREAS the Council of the Corporation of the Town of Cobourg deems it advisable to amend By-Law Number 85-2003 as amended;

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

1. That By-law No. 85-2003, Section 10.2 is hereby amended by the addition of the following new subsection:

"10.2.18 Residential 4 Exception 18(R4-18) Zone - North-east Corner of Densmore Road and Birchwood Trail

10.2.18.1 Defined Area

(R4-18) as shown on Schedule 'A', Map 13 to this By-law.

10.2.18.2 Permitted Uses and Permitted Accessory Uses

The uses permitted under Section 10.1.1.

10.2.18.3 Permitted Buildings and Structures

The buildings and structures permitted shall be limited to:

- i) townhouse dwellings, including townhouse dwellings for senior citizens and/or the disabled;
- ii) apartment dwellings, including apartment dwellings for senior citizens and/or the disabled;
- iii) accessory buildings and structures for the permitted uses.

10.2.18.4 Regulations for Permitted Uses in R4-18 Zone

The following regulations shall apply to the uses permitted in the R4-18 Zone:

Lot Area

- i) one unit of a townhouse dwelling: 195.0 sq m;
- ii) apartment dwelling: 0.8 ha.

Lot Frontage

- i) one unit of a townhouse dwelling: 7.0 m;
- ii) apartment dwelling: 60.0 m.

Lot Coverage

- i) one unit of a townhouse dwelling: 60% max.;

Nov. 17, 2005

- ii) apartment dwelling: 40% max.

Density – Apartment Dwellings

80 dwelling units maximum.

Floor Area Per Dwelling Unit

The regulations of Section 10.1.8 shall apply.

Front Yard

- i) townhouse dwellings fronting a public street: 4.0 m min. up to a maximum of 6.0 m;
- ii) townhouse dwellings fronting a right-of-way: 5.75 m min;
- iii) apartment dwellings: 3.0 m min.

Rear Yard

The regulations of Section 10.1.10 shall apply.

Interior Side Yard

- i) townhouse dwelling: no interior side yard shall be required between the common vertical wall dividing one dwelling unit from another. The side yard on the other side of the unit shall be 1.0 m minimum and 0.5 m for each additional storey;
- ii) apartment dwelling: 3.65 m minimum.

Exterior Side Yard

The minimum exterior side yard setback of a townhouse building to a right-of-way shall be 2.0 m.

Landscaped Open Space

- i) townhouse dwellings: 10% minimum and any areas not occupied by buildings, structures and driveways;
- ii) apartment dwelling: 30% minimum.

Building Height

- i) townhouse dwelling: 2 storeys maximum;
- ii) apartment dwelling: 3 storeys maximum.

Nov. 17, 2005

2

Schedule E - Rezoning By-law 120-2005 2/5

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NTS scale	05/06/2021 Date	2060-SC4 Drawing No	Drawn	RW Design
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Parking

The regulations of Section 6 shall apply, with the exception of the following:

Parking Requirement

- i) apartment dwelling: 1.25 spaces per dwelling unit;
- ii) townhouse dwelling: 2.0 spaces per dwelling unit.

General

- i) the side yard setback of a driveway for a townhouse dwelling shall be 0.0 m min.

Regulations for Accessory Buildings and Structures

The regulations of Section 10.1.19 shall apply except for the following:

- i) private garages and other accessory buildings and structures not attached to the main building shall not exceed 8% coverage, provided that the coverage of all buildings and structures on the lot shall not exceed 60% for townhouse dwelling lots and 40% for apartment dwelling lots.

Regulations for Swimming Pools

The regulations of Section 10.1.20 shall apply.

Refuse and Recycling Containers

The regulations of Section 10.1.22 shall apply.

2. That By-law No. 85-2003, Section 12.2 is hereby amended by the addition of the following new subsection:

"12.2.7 Neighbourhood Commercial Exception 7(NC-7) Zone - North-East Corner of Densmore Road and Birchwood Trail"

12.2.7.1 Defined Area

(NC-7) as shown on Schedule 'A', Map 13 to this By-law.

12.2.7.2 Permitted Uses and Permitted Accessory Uses

The uses permitted under Section 12.1.1 and 12.1.2, plus the following additional uses:

- i) office use;
- ii) education and training;
- iii) institutional use;
- iv) residential use as a primary use subject to the provisions of Section 12.2.7.3.

12.2.7.3 Permitted Buildings and Structures

The buildings and structures permitted in Section 12.1.3, plus townhouse dwellings whereby the provisions of Section 10.2.18 shall

Nov. 17, 2005

3

apply with up to a maximum of five (5) dwelling units permitted in the NC-7 Zone.

12.2.7.4 Regulations for Commercial Uses in the NC-7 Zone

The regulations of Section 12.1 shall apply, with the exception of the following:

Lot Area

0.2 ha minimum.

Yard Abutting a Public Street

4.0 m minimum up to a maximum of 6.0 m.

East and West Yards

3.0 m minimum.

North Yard

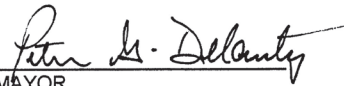
7.5 m minimum.

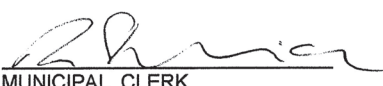
Building Height

2 storeys maximum.

3. That By-law No. 85-2003, Section 20.1.1 is hereby amended by adding "vii) stormwater management use" to the list of permitted uses.
4. That Schedule 'A', Map 13, attached to and forming part of By-law No. 85-2003, is hereby amended by changing the zone category of the 2.5 hectare parcel on the north-east corner of Densmore Road and Birchwood Trail from 'Development (D) Zone' to 'Multiple Residential 4 Exception 18 Holding [R4-18(H)] Zone', 'Neighbourhood Commercial Exception 7 Holding [NC-7(H)] Zone', and 'Open Space (OS) Zone' as illustrated on Schedule "B" attached hereto. The removal of the Holding (H) Symbols is subject to the fulfillment of conditions of draft approval of the plan of subdivision and the execution of a Subdivision/Development Agreement with the Municipality pursuant to Sections 41 and 51 of the Planning Act, RSO 1990, c.P. 13, as amended.
5. That Schedule 'B' attached hereto is hereby made part of this by-law as fully and to all intents and purposes as though recited in full herein.
6. THIS BY-LAW shall come into force and effect upon final passing hereof, subject to the provisions of the Planning Act, R.S.O. 1990, c. P. 13.

READ a first, second and third time and finally passed in Open Council this
28th day of November, 2005.


MAYOR

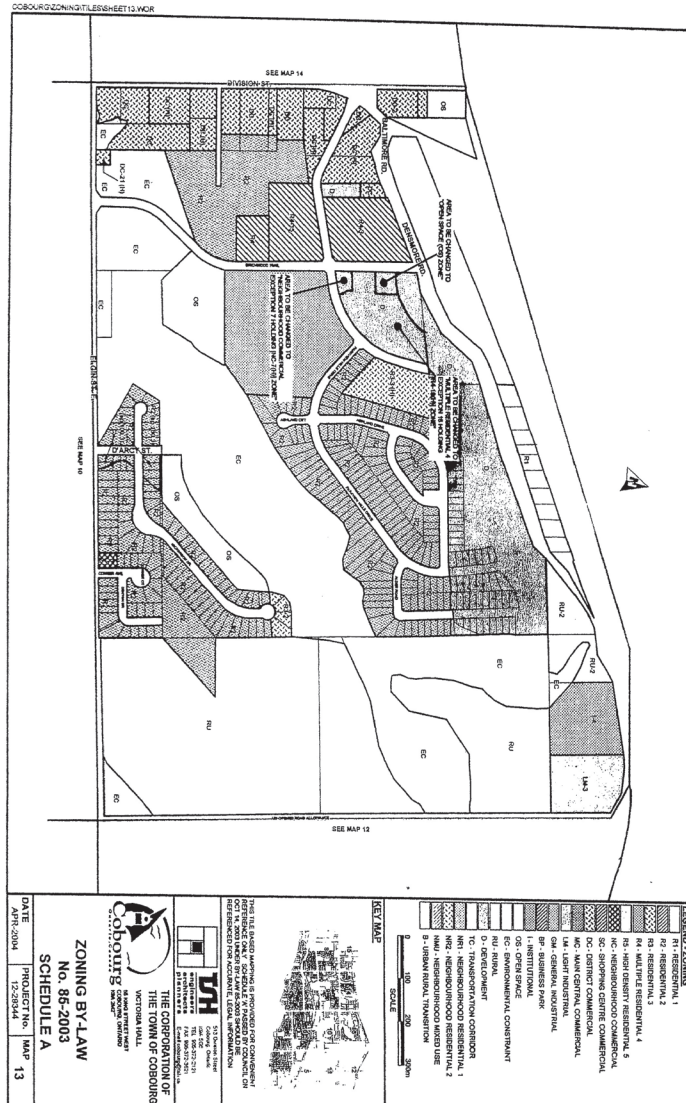

MUNICIPAL CLERK

Nov. 17, 2005

4

SCHEDULE "B"

BY-LAW NUMBER 120-2005



Nov. 17, 2005

5

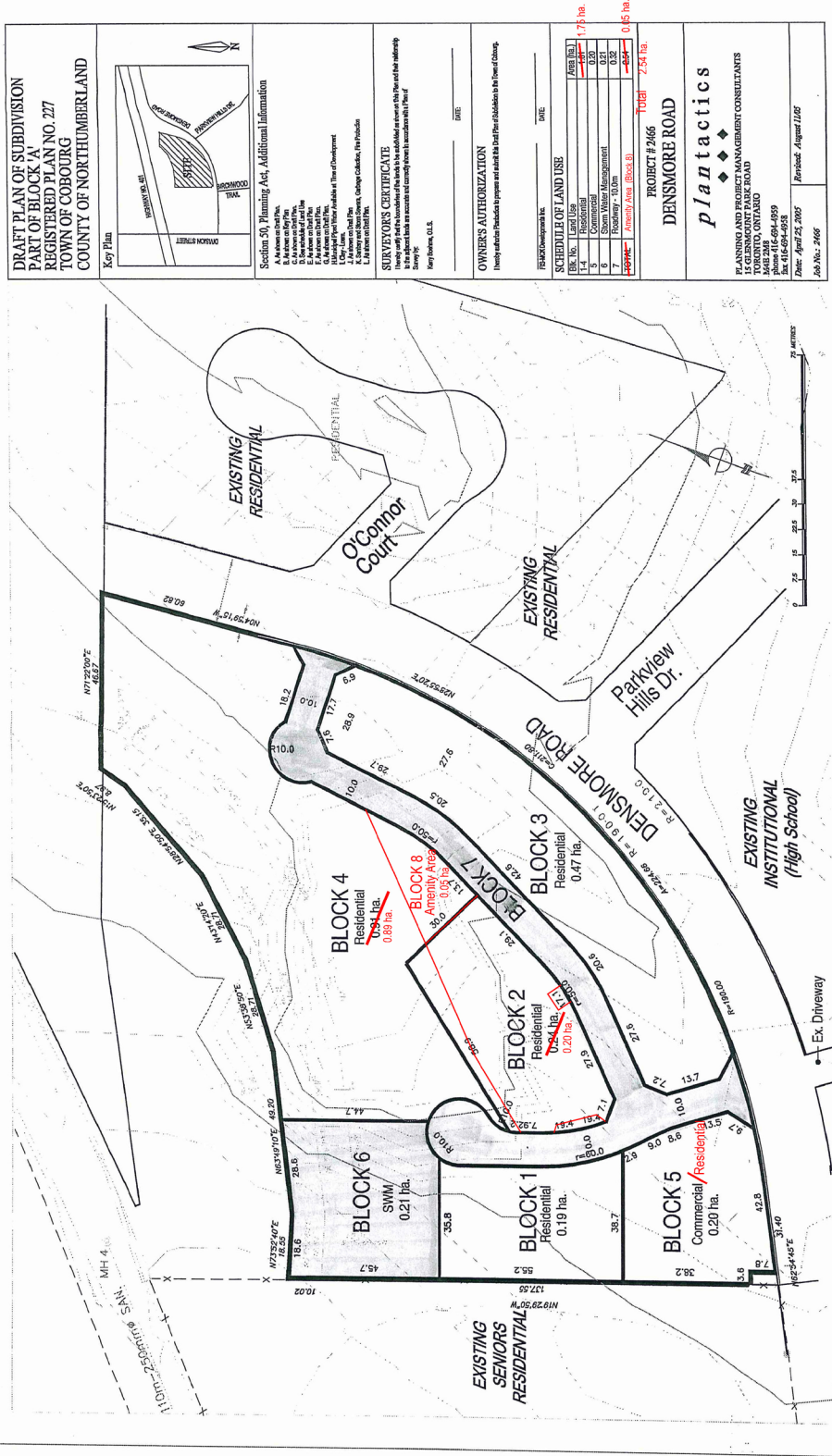
Schedule E - Rezoning By-law 120-2005 5/5

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NTS scale	05/06/2021 Date	2060-SC4 Drawing No	Drawn	RW Design
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NTS 04/26/21 2060-03 RW Design
Scale Date Drawing No.

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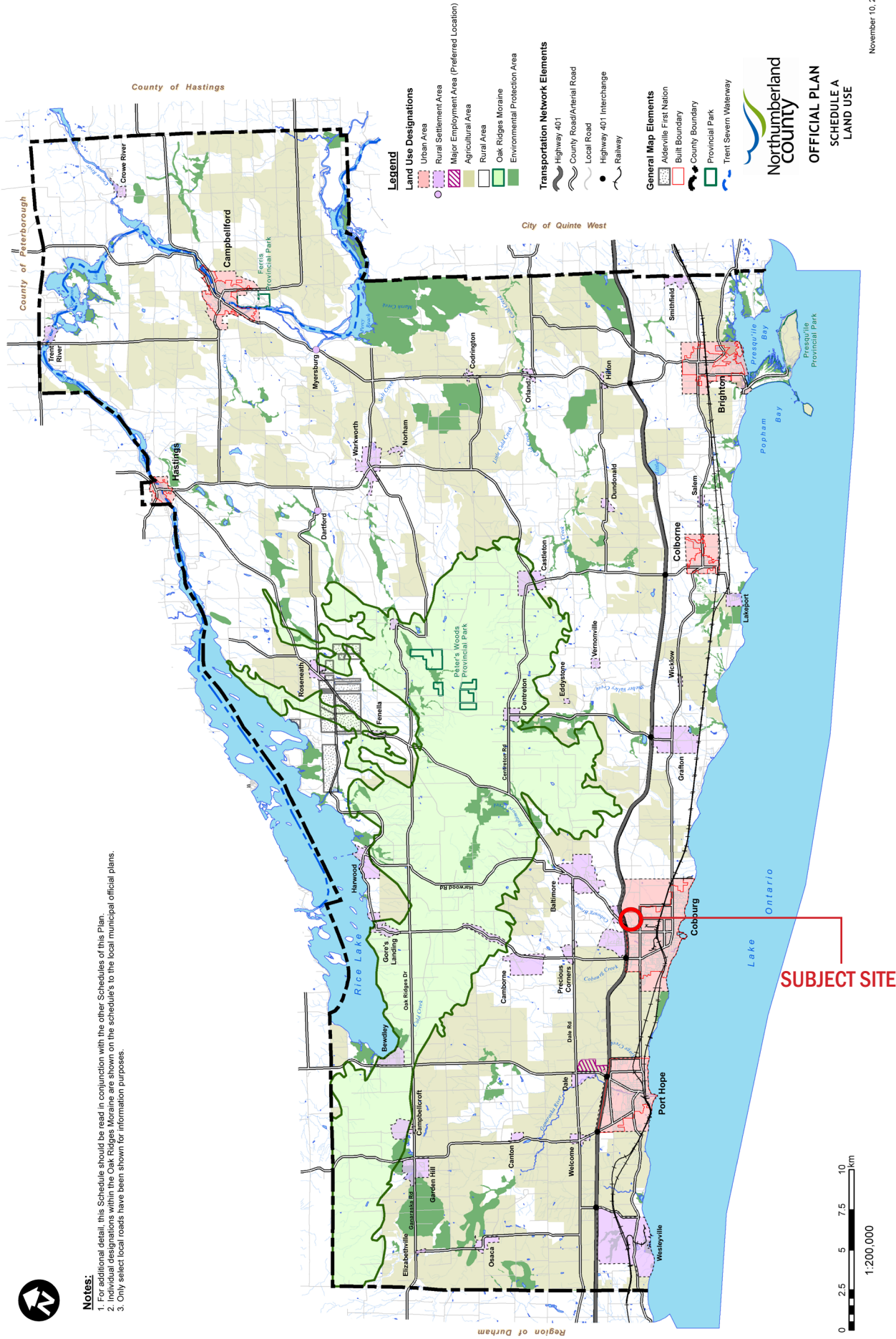
Schedule F - Redline Revision

scale	NTS	Date	05/06/2021	Drawing No	2060-SC5	Drawn	RW
						Design	



Notes:

1. For additional detail, this Schedule should be read in conjunction with the other Schedules of this Plan.
2. Individual designations within the Oak Ridges Moraine are shown on the schedule's to the local municipal official plans.
3. Only select local roads have been shown for information purposes.



November 10, 2016

Schedule G - County of Northumberland Official Plan

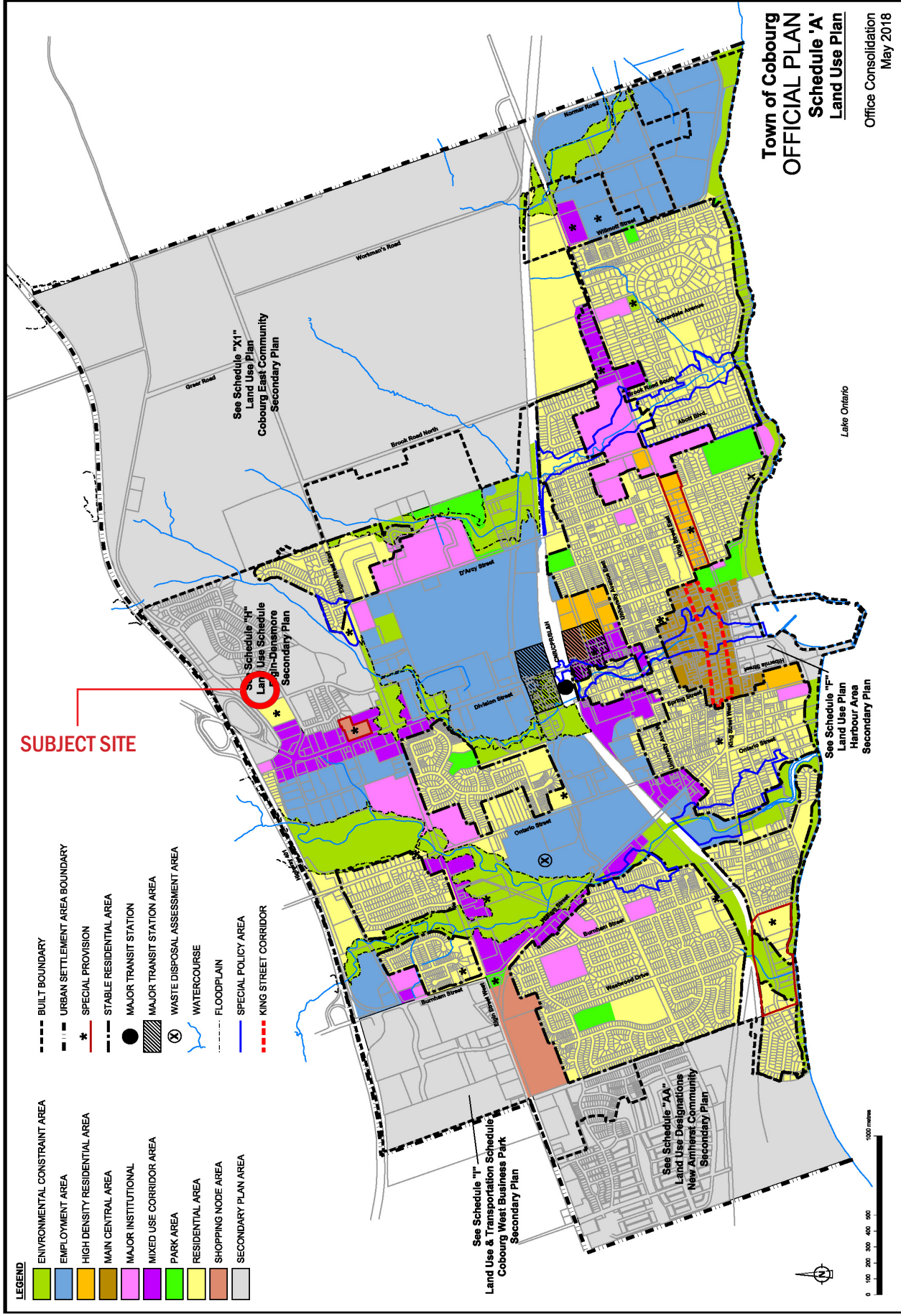
Schedule A - Land Use

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scale	NTS	Date	05/06/2021	Drawing No	2060-SC7	Drawn		RW	Design
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Schedule H - Town of Cobourg Official Plan Schedule A Land Use Map

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scale	NTS	Date	05/06/2021	Drawing No	2060-SC9	RW
						Design

SCHEDULE 'H' LAND USE SCHEDULE



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Schedule I - Elgin-Densmore Secondary Plan by Town of Cobourg Official Plan Schedule H Land Use

scale	NTS	05/06/2021	2060-SC10	RW
		Date	Drawing No	Design



UNIT 2201, 2202, 2203 & 2202
EL. 'B' (REV.)

UNIT 2201, 2202, 2203 & 2202
EL. 'A'

UNIT 2201, 2202, 2203 & 2202
EL. 'A' (REV.)

UNIT 2201, 2202, 2203 & 2202
EL. 'A'

UNIT 2201, 2202, 2203 & 2202
EL. 'C' (REV.)

1 FRONT ELEVATION
1/8" = 1'-0"

4 ARCHITECTURE INC.

MARSHALL HOMES - 220082

TYPE 'C' (22) - TYPICAL ELEVATIONS
1/8" = 1'-0"
22008205 C 22

Schedule J - Building Elevations 1/13

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Town Planning Consultants

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scale

NTS

Date

06/02/2021

2060-SC12
Drawing No

Drawn

Design

RW



4 ARCHITECTURE INC. MARSHALL HOMES - 220082

TYPE 'C' (22) - TYPICAL ELEVATIONS
CORCORAN, ON
3555 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7
Tel: 905.477.7212 Fax: 905.477.7338
www.4architecture.ca
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22008205 Q 22

Schedule J - Building Elevations 2/13

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Town Planning Consultants

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scale	NTS	Date	2080-SC12	Drawing No	Drawn	RW
		06/02/2021				Design

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4 ARCHITECTURE INC.
www.4architecture.ca

MARSHALL HOMES - 220082

UNIT 2201, 2202, 2203 & 2204 INT_FLOOR PLANS
1/8" = 1'-0"

Schedule J - Building Elevations 3/13

DESIGN PLAN SERVICES INC.

Town Planning Consultants

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Toronto, ON M9B 6K2
Telephone: 416.626.5445
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scale	NTS	Date	06/02/2021	2060-SC12	Drawing No	Drawn	RW
							Design

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MARSHALL HOMES - 220082

TYPE C' (27) - TYPICAL ELEVATIONS
1/8" = 1'-0"

220082-05 C-27

Schedule J - Building Elevations 4/13

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Town Planning Consultants

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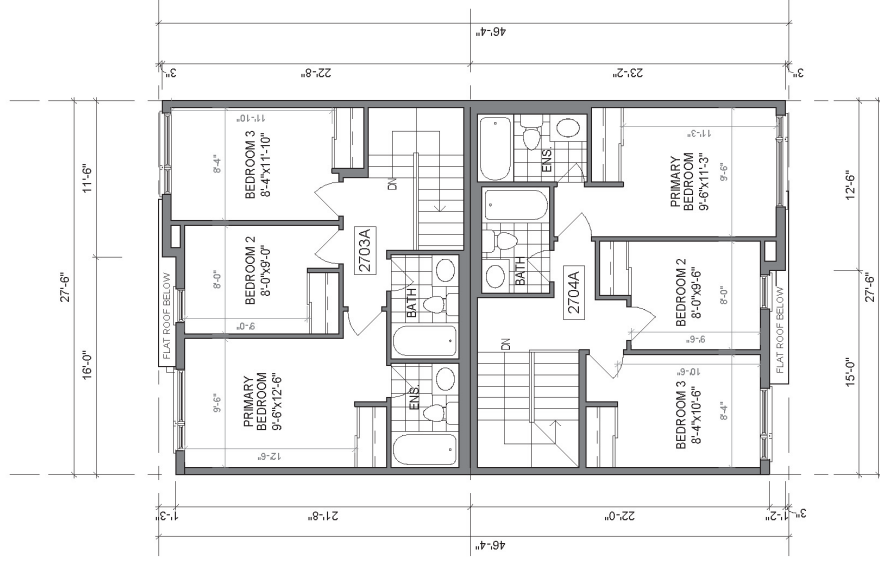
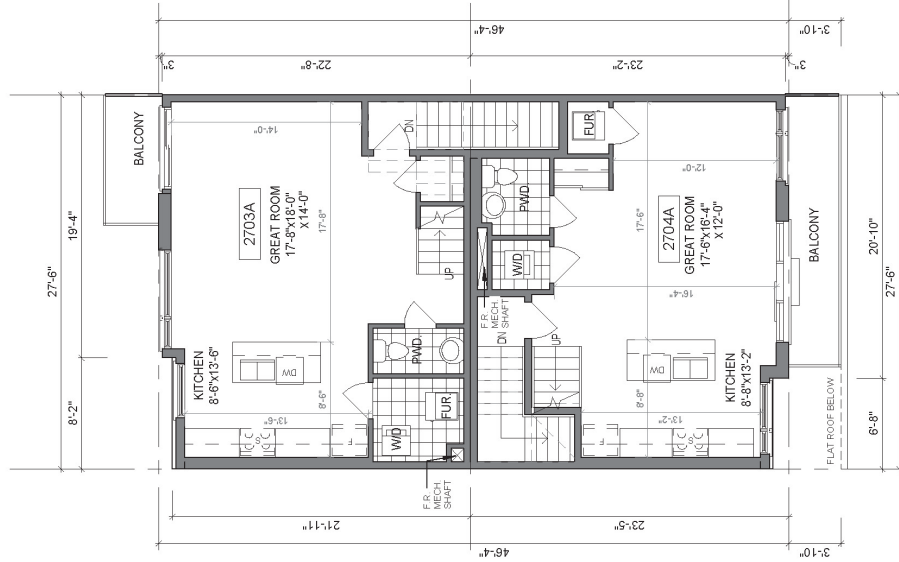
scale	NTS	Date	06/02/2021	Drawing No	2060-SC12	Drawn	RW
							Design

COBOURG, ON. 8665 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7 ■ F 905.410.7242 ■ F 905.737.7326 ■ SL ■ MAY, 2021 ■ 2200820S C-27 1/8" = 1'-0"

RW
Design

RW
Design

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UNIT 2701A		
FIN. GROUND F.L.R.	1306 SF	
UNIT 2702A		
FIN. MAIN F.L.R.	1025 SF	
UNIT 2703A		
FIN. MAIN F.L.R.	76 SF	
FIN. SECOND F.L.R.	680 SF	
FIN. THIRD F.L.R.	807 SF	
	1333 SF	
UNIT 2704A		
FIN. MAIN F.L.R.	67 SF	
FIN. SECOND F.L.R.	607 SF	
FIN. THIRD F.L.R.	631 SF	
	1265 SF	
BUILDING COVERAGE	1319 SF	

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www.4architecture.ca

MARSHALL HOMES - 220082

UNIT 2701, 2702, 2703 & 2704_INT_FLOOR PLANS

COBBOURG, ON
5851 WOODBINE AVENUE, SUITE 301, MARKHAM, ON L3R 0Z7
P: 905.470.7212 F: 905.470.7333
MAR 2021
1/8" = 1'-0"
22008205_27

Schedule J - Building Elevations 7/13

DESIGN PLAN SERVICES INC.
Town Planning Consultants
900 The East Mall, Suite 300
Toronto, ON M9B 6K2
Telephone: 416.626.5445
www.designplan.ca

DPS

NTS	Date	2060-SC12	RW
scale	06/02/2021	Drawing No	Design
			Drawn

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www.4architecture.ca

MARSHALL HOMES - 220082

TYPICAL TYPE 'A' BLOCK ELEVATIONS
3/32" = 1'-0"

MARSHALL HOMES - 220082
COBOLURG, ON
888 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7
Tel: 905.470.7212 Fax: 905.470.7236
www.marshallhomes.ca

Schedule J - Building Elevations 8/13

DESIGN PLAN SERVICES INC.
Town Planning Consultants
900 The East Mall, Suite 300
Toronto, ON M9B 6K2
Telephone: 416.626.5445
www.designplan.ca

scale	NTS	Date	06/02/2021	2060-SC12	2060-SC12	2060-SC12
				Drawing No	Drawn	Design



4 ARCHITECTURE INC. 
www.4architecture.ca

MARSHALL HOMES - 220082
COBBOURG, ON.

TYPICAL TYPE 'A' BLOCK ELEVATIONS
3/32" = 1'-0"

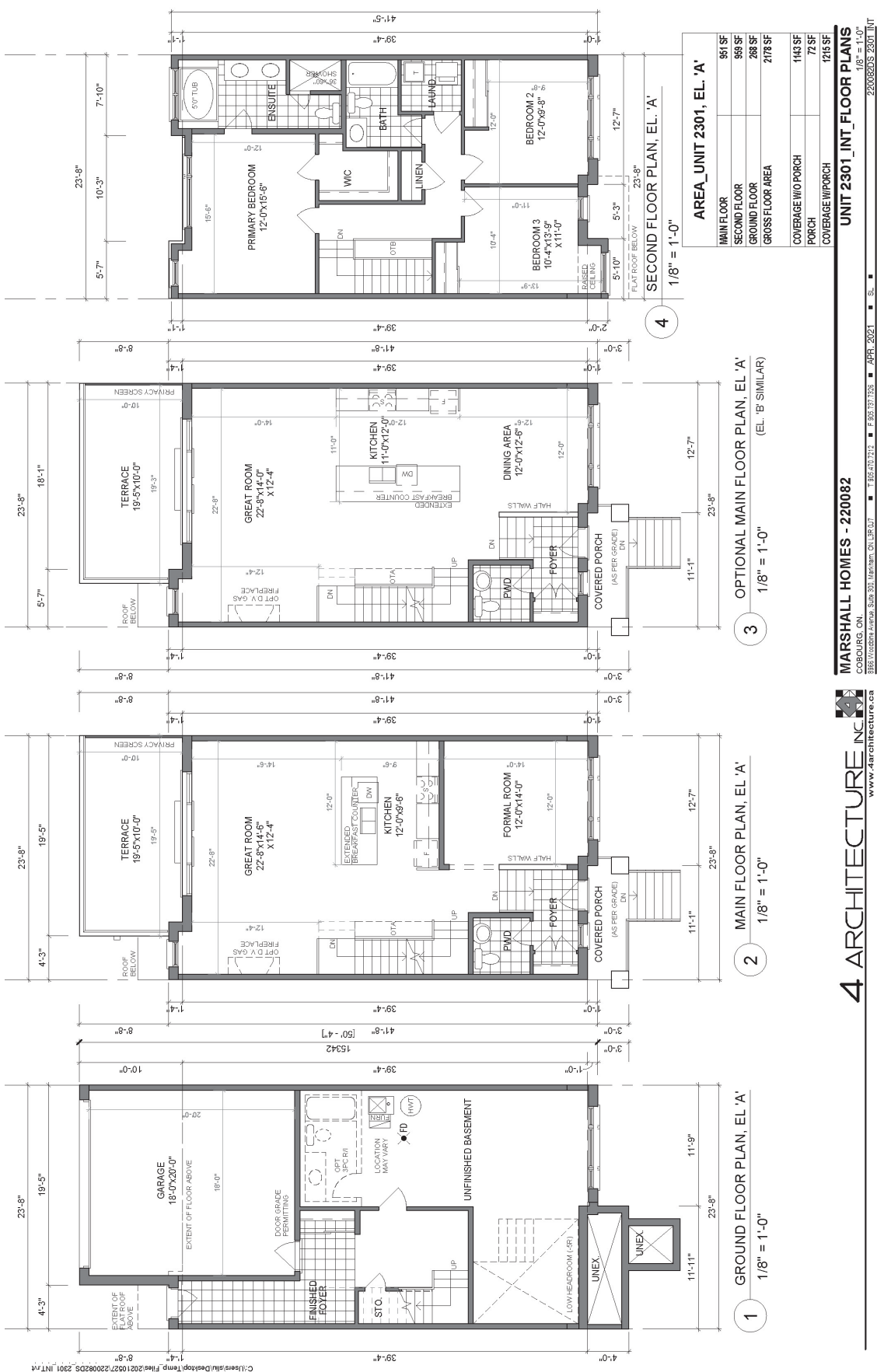
8666 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7 ■ T 905.470.7212 ■ F 905.737.7336 ■ APR. 2021 ■ SL ■

Schedule J - Building Elevations 9/13

DESIGN PLAN SERVICES INC.
Town Planning Consultants

900 The East Mall, Suite 300
Toronto, ON M9B 6K2
Telephone: 416.626.5445
www.designplan.ca

NTS scale	06/02/2021 Date	2060-SC12 Drawing No	Drawn	RW Design
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MARSHALL HOMES - 220082

UNIT 2301_INT_FLOOR PLANS

DESIGN PLAN SERVICES INC. Town Planning Consultants

Schedule J - Building Elevations 10/13

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Toronto, ON M9B 6K2
Telephone: 416.626.5445
www.designplan.ca

scale	NTS	Date	06/02/2021	2060-SC12	Drawn	Drawn	RW
				Drawing No			Design



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4 ARCHITECTURE INC.

MARSHALL HOMES - 220082

TYPIICAL TYPE 'B' BLOCK ELEVATIONS

3/32" = 1'-0"

Schedule J - Building Elevations 12/13

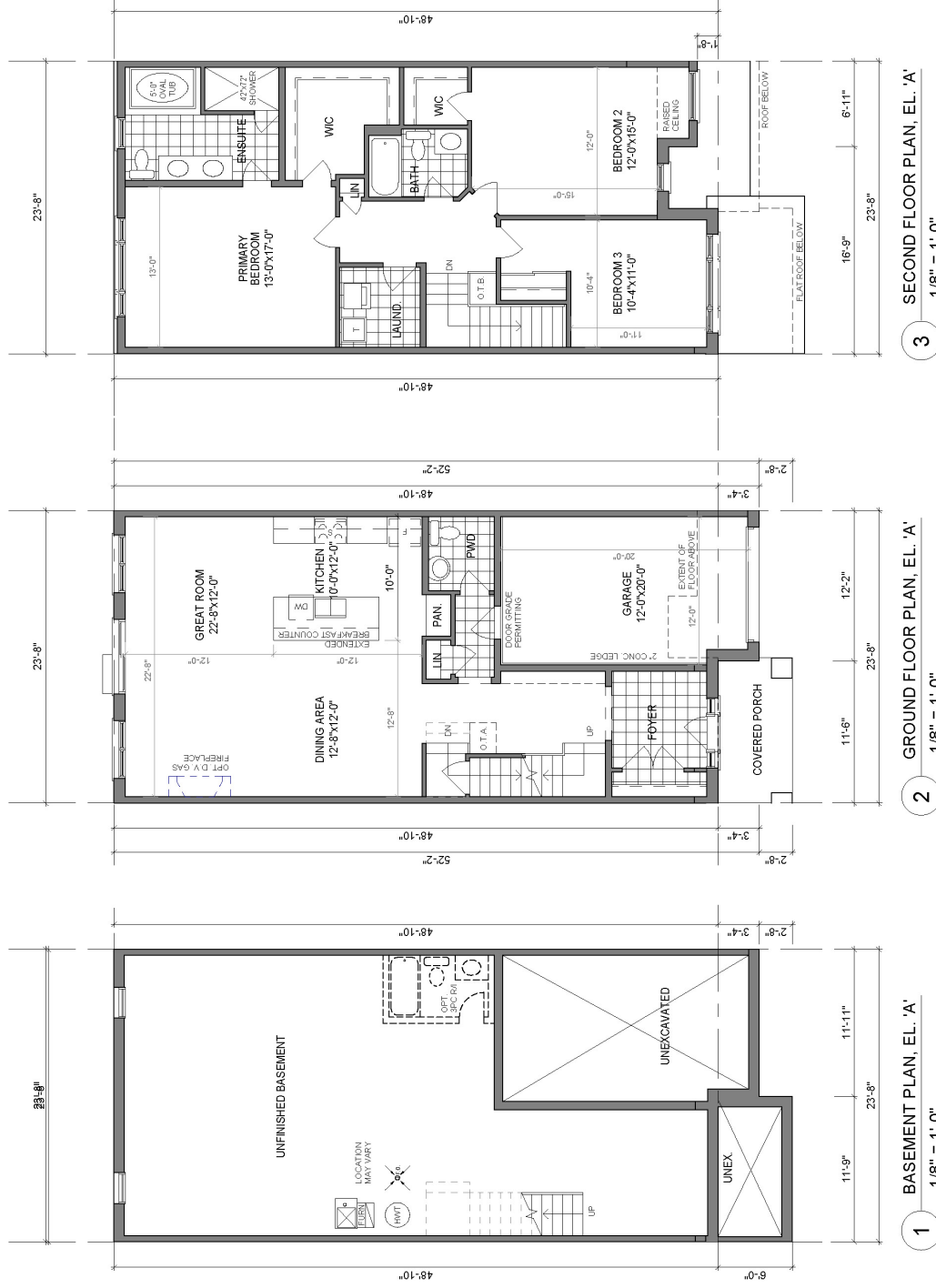
DESIGN PLAN SERVICES INC.
Town Planning Consultants

900 The East Mall, Suite 300
Toronto, ON M9B 6K2
Telephone: 416.626.5445
www.designplan.ca

D P S

scale	NTS	Date	2060-SC12	Drawing No	Drawn	RW
		06/02/2021				Design

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4 ARCHITECTURE INC.

MARSHALL HOMES - 220082
COBBOURG, ON.
5881 WOODBINE AVE. SUITE 301 MARKHAM, ON L3R 0J7
P: 905.470.7212 F: 905.470.7333
www.4architecture.ca

UNIT 2302_INT_FLOOR PLANS
1/8" = 1'-0"
220082DS 2302 INT

Schedule J - Building Elevations 13/13

DESIGN PLAN SERVICES INC.
Town Planning Consultants
900 The East Mall, Suite 300
Toronto, ON M9B 6K2
Telephone: 416.626.5445
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D

P

S

NTS	Date	2060-SC12	Drawn	RW
	06/02/2021	Drawing No		Design



THE CORPORATION OF THE TOWN OF COBOURG

BY-LAW NUMBER -2021

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 85-2003 (North-east Corner of Densmore Road and Birchwood Trail)

WHEREAS the Council of the Corporation of the Town of Cobourg held a Public Meeting in accordance with the Planning Act, R.S.O. 1990, c.P. 13, as amended, on the XX day of XXXX, 2021 regarding an application by XXXXX on behalf of XXXX to approve a Zoning By-law Amendment for the XX ha (XX ac) parcel of land at the North-east Corner of Densmore Road and Birchwood Trail (hereinafter referred to as the "Subject Lands");

AND WHEREAS the Council of the Corporation of the Town of Cobourg duly considered all public submissions, the applicant's background documentation, the Manager of Planning's report and all other relevant background information surrounding the subject matter, and deems it advisable to approve an amendment to Comprehensive Zoning By-law No. 85-2003;

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

1. That By-law No. 85-2003, Section 10.2.18 is hereby deleted and replaced with the following :

"10.2.XX Multiple Residential 4 Exception XX (R4-XX) – land at North-east Corner of Densmore Road and Birchwood Trail

10.2.XX.1 Defined Area

R4-XX, as shown on Schedule A, to this By-law.

10.2.XX.2 Permitted Uses & Accessory Uses

The uses permitted in Section 10.1.1 and 10.1.2

10.2.XX.3 Permitted Buildings and Structures

In addition to the buildings and structures permitted in Section 10.1.3, more than one multiple dwelling is permitted on a lot and may include stacked townhouses.

10.2.XX.4 Regulations for Permitted Uses in the R4-XX Zone

The regulations of Section 10.1 shall apply to the uses permitted in the R4-XX Zone, with the exception of the following special provisions:

(i) **Lot Area**

A minimum of 190.0m² for one unit of a townhouse dwelling unit.

A minimum 0.80ha for stacked townhouse dwelling.

(ii) **Lot Frontage**

A minimum of 7.0m for one unit of a townhouse dwelling unit fronting onto a right-of-way.

A minimum of 60.0m for a stacked townhouse dwelling fronting onto a right-of-way.

(iii) **Lot Coverage**

A maximum of 60% for one unit of a townhouse dwelling.

A maximum of 40% for a stacked townhouse dwelling.

(iv) **Net Density –Stacked Townhouse Dwellings.**

A maximum of 84 Dwelling Units is permitted on the Subject Lands

(v) **Front Yard (abutting Densmore Road)**

A minimum of 4m for one unit of a townhouse dwelling.

A minimum of 2.0m for a stacked townhouse dwelling.

(vi) **Interior Side Yard**

No interior side yard shall be required between the common vertical wall dividing one dwelling units from another. The side yard on the other side of the unit shall be 1.5m for a townhouse unit.

A minimum of 2.5m for a Stacked Townhouse Dwelling.

(vii) **Exterior Side Yard**

A minimum exterior side yard setback of 2.0m from a townhouse or stacked townhouse dwelling to a right-of-way.

(viii) **Landscape Open Space**

A minimum of 10% of the townhouse dwellings which is not occupied by buildings, structures must be Landscaped/Open Space Area

A minimum of 20% of the stacked townhouse dwelling area must be Landscaped/Open Space Area. (Block 8 to be included in calculation of Landscaped/Open Space area for Stacked Townhouse Dwellings).

(ix) **Building Height**

A maximum of 3 storeys for one townhouse dwelling unit

A maximum of 3 storeys for a stacked townhouse dwelling

(x) **Parking**

Parking shall be calculated with a minimum 2 parking spaces per townhouse dwelling unit.

Parking shall be calculated with a minimum 1.25 parking spaces per stacked townhouse dwelling.

(xi) **Permitted Encroachments in Yards**

Notwithstanding Section 5.13.1 of By-law No. 85-2003, window well and covered porches are permitted to encroach into the front yard a maximum of 1.0m

2. Notwithstanding any other provisions of this By-law, the regulations for the lands zoned R4-XX(H) shall apply to the entire gross lands located within the boundary of the R4-XX(H) Zone.
3. That Schedule 'A', Map 13, attached to and forming part of By-law No. 85-2003, is hereby amended by changing the zone category of the lands as illustrated on Schedule "B" attached hereto from "Development (D) Zone to "Multiple Residential Four Exception XX Holding [R4-XX(H)] Zone'.
4. The Holding (H) Symbol shall not be removed by Cobourg Municipal Council until the Owner(s) has received approval of all applicable plans, drawings, and other related documentation by the Municipality and following the execution of a Development Agreement with the Municipality and/or other authority having jurisdiction. The Agreement shall address technical matters both internal and external to the Subject Lands, including but not limited to: plans and/or other documentation pertaining to the architectural, landscape and urban design; vehicular access, visitor parking, site circulation, pedestrian connections and access; infrastructure and servicing; fencing and buffering; provision of affordable housing; and, performance measures (re: financial securities and regulations for construction and use), all to the satisfaction of the Municipality.
5. That Schedule "B" attached hereto is hereby made part of this by-law as fully and to all intents and purposes as though recited in full herein.
6. THIS By-law will come into force and take effect upon final approval in accordance with the requirements of the Planning Act, R.S.O. 1990, c.P. 13, as amended.

READ and passed in Open Council on this day of XXX , 2021.

Mayor

Municipal Clerk

Certified that this is a true copy of By-law - 2021 as enacted and passed by the Council of the Corporation of the Town of Cobourg on day of , 2021.

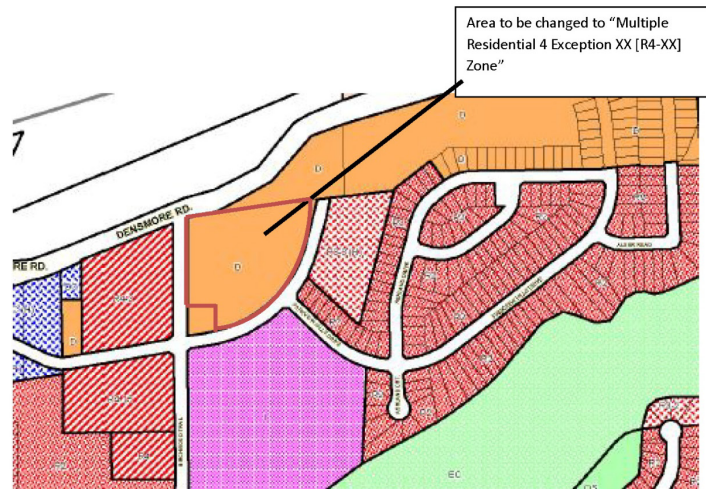
Municipal Clerk

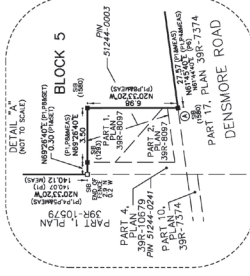
"Schedule A"

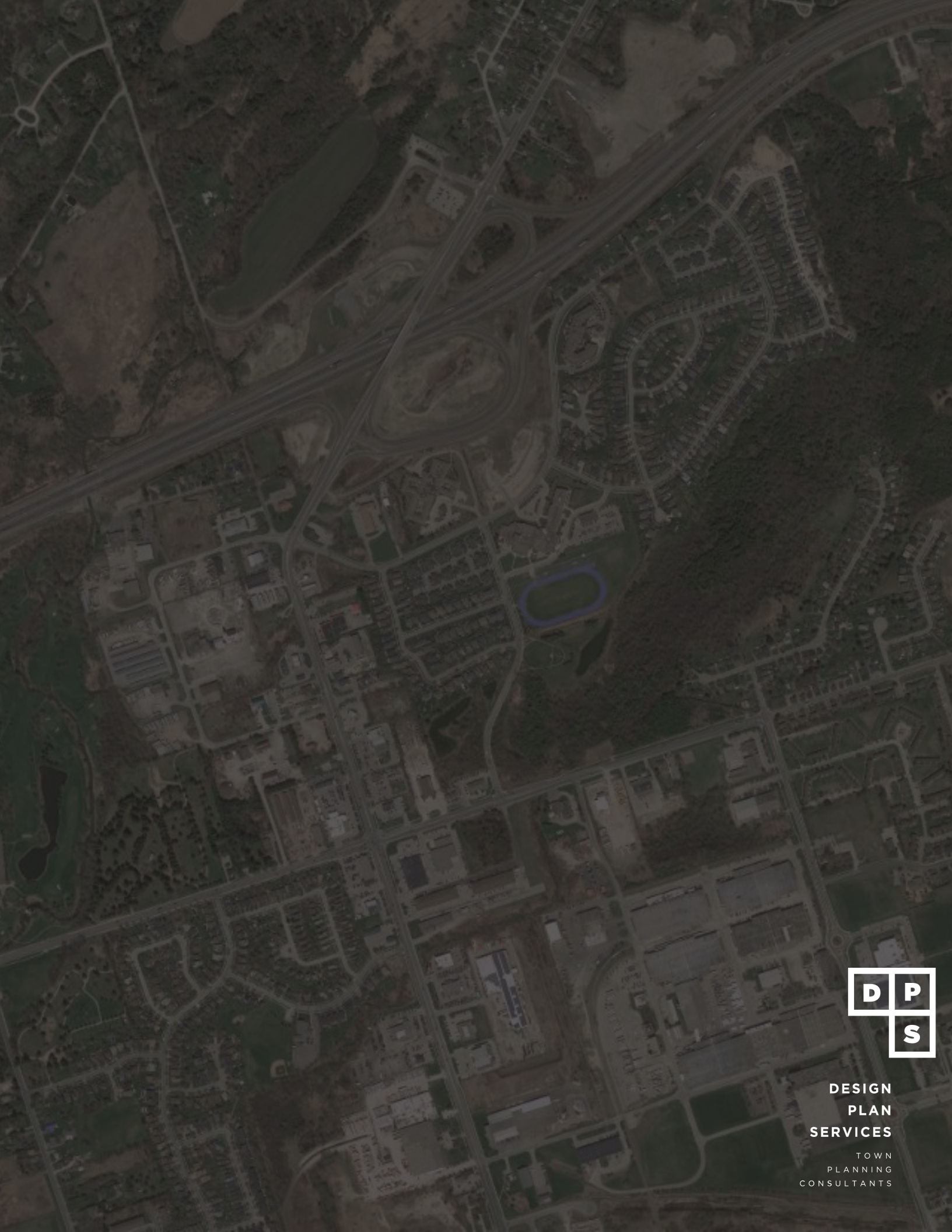
Area to be changed to "Multiple Residential 4 Exception XX [R4-XX] Zone"



"Schedule B"







DESIGN
PLAN
SERVICES

TOWN
PLANNING
CONSULTANTS



STANDARD REPORT PLOT PARENT BUA# BUA# REQUIRES ALL SPECIES IDENTIFIED OTHERWISE
IN SQUARE IDENTIFI# INDICATES ZONE BUA# ASSIGNED WITH PLANTING STRATEGY

PARENT BUA# ZONE BUA# ID# # 8/5/2003
SITE SPECIFIC BUA# ID#
PROPOSED ZONE IDENTIFICATION: 14/XX

1.0 SITE STANDARD

SET AREA	25348.51 um (6.26 ac) (2.53 ha)				
NET LOT AREA	19999.93 um (4.94 ac) (2.00 ha)	INCLUDING BLOCK 1, 2, 3, 4, 5, 8 & 9			
	BLOCK 1	BLOCK 2	BLOCK 3	BLOCK 4	
	19999.93 um (4.94 ac)	25121.21 um (6.20 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	
	BLOCK 5	BLOCK 6	BLOCK 7	BLOCK 8	
	19999.93 um (4.94 ac)	25121.21 um (6.20 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	
GROSS FLOOR AREA		PROPOSED			
	1310 um (0.32 ac)	1650 um (0.41 ac)	1310 um (0.32 ac)	1310 um (0.32 ac)	
	BLOCK 5	BLOCK 6	BLOCK 7	BLOCK 8	
	1660 um (0.41 ac)	1310 um (0.32 ac)	1310 um (0.32 ac)	1310 um (0.32 ac)	
	BLOCK 1	BLOCK 2	BLOCK 3	BLOCK 4	
	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	
	BLOCK 5	BLOCK 6	BLOCK 7	BLOCK 8	
	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	19999.93 um (4.94 ac)	
PROPOSED DENSITY		123 units / 2.53 ha = 49 units per hectare (ha)			

[illegible]

3.0 SITE CIRCULATION		
ZONING STANDARD	REQUIRED	PROPOSED
VEHICULAR PARKING REQUIREMENTS		
RESIDENT PARKING		
TOWNHOUSE DWELLING	2/UNIT	82
STACKED TOWNHOUSE DWELLING 1,25/UNIT	103	112
REQUIRED RESIDENT PARKING RANGE		194
MINIMUM PARKING SPACE LENGTH	2.7 m	2.7 m
MINIMUM PARKING SPACE WIDTH	5.5 m	5.5 m
ACCESSIBLE PARKING (APARTMENT DWELLING)		
MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES	5 SPACES	5 SPACES

ACCESSIBLE PARKING SIGN ^{N.C.}

THESE SIGNS ARE TO BE PLACED IN PUBLIC AND CLEARLY IDENTIFY USERS TO THE PARKING SPACE. THESE SIGNS WOULD BE USED IN THE FOLLOWING SITUATIONS:

NOTES:

 - 1. SIGNS MUST BE SET AT AN ANGLE OF NOT LESS THAN 45 DEGREES AND NOT MORE THAN 90 DEGREES TO THE TRAVELING AND TURNING TRAFFIC AND BE LOCATED IN THE TRAFFIC AND TURNING MOVEMENTS OF THE APPROACHING TRAFFIC.
 - 2. SIGNS MUST BE PLACED IN THE TRAVELING AND TURNING MOVEMENTS OF TRAFFIC AT INTERSECTIONS OF MORE THAN 300 FEET (90 FEET) APART.
 - 3. SIGNS SHALL NOT EXCEED 24 INCHES (7 FEET) AND NOT LESS THAN 18 INCHES (4 FEET) IN HEIGHT.
 - 4. SIGNS SHALL BE PLACED AT A MINIMUM OF 5 FEET ABOVE THE ROAD AND A MINIMUM OF 12 INCHES ABOVE THE SIGN.
 - 5. SIGNS SHALL BE PLACED IN THE TRAVELING AND TURNING MOVEMENTS OF TRAFFIC AT INTERSECTIONS OF MORE THAN 300 FEET (90 FEET) APART.
 - 6. SIGNS SHALL BE INSTALLED SO THAT THERE ARE NO OBSTRUCTIONS WITHIN 40 INCHES (7 FEET) OF THE SIGN AND ARE VISIBLE TO TRAVELING AND TURNING TRAFFIC.
 - 7. SIGNS SHALL BE PLACED IN THE TRAVELING AND TURNING MOVEMENTS OF TRAFFIC AT INTERSECTIONS OF MORE THAN 300 FEET (90 FEET) APART.
 - 8. SIGNS SHALL BE PLACED IN THE TRAVELING AND TURNING MOVEMENTS OF TRAFFIC AT INTERSECTIONS OF MORE THAN 300 FEET (90 FEET) APART.
 - 9. SIGNS SHALL BE PLACED IN THE TRAVELING AND TURNING MOVEMENTS OF TRAFFIC AT INTERSECTIONS OF MORE THAN 300 FEET (90 FEET) APART.

*** REFER TO CITY OF ... FIRE ROUTE SIGNAGE AND INSTALLATION SPECIFICATIONS (CURRENT VERSION) FOR A COMPLETE LIST OF REQUIREMENTS ***



BICYCLE PARKING	VAN ACCESSIBLE PARKING
<p>NOTES:</p> <p>BE SURE TO BE VISIBLE AND CLEARLY IDENTIFIED TO GUIDE BICYCLER PARKING ALONG THROUGHOUT THE SITE.</p> <hr/> <p>Existing and Proposed Walkways</p> <ul style="list-style-type: none"> a) pedestrian walkways must be raised approximately 15 cm from vehicular traffic to provide definition and protection for pedestrian b) standard minimum width of a pedestrian walkway is 1.5 m ; c) standard minimum width of a pedestrian walkway adjacent to the end of parking spaces is 1.8 m (6.0 ft). <hr/> <p>FIRE ROUTE</p> <p>Ensure route is constructed to support expected load imposed by fire trucks. The fire route can only be asphalt or concrete.</p> <hr/> <p>Disabled Parking Spaces</p> <p>Parking spaces reserved for people with disabilities must comply to the current Bay-Low and Legislation and must be identified by a sign installed at the applicant's expense, in accordance with the design specifications of IV-7.2 in the Town of Orange Accessibility Landmark.</p>	<p>NOTES:</p> <p>BE SURE TO BE VISIBLE AND CLEARLY IDENTIFIED TO ACCESS PARKING SPACES (VAN ACCESSIBLE) THROUGHOUT THE SITE.</p> <hr/> <p>CME NOTE:</p> <p>Concrete pad for community mailboxes as per City of Orange Standard Specifications to be all level surface and be wheelchair accessible.</p> <hr/> <p>THE HYDRO TRANSFORMER?</p> <p>Ultimate location to be coordinated with electrical utility consultants.</p> <hr/> <p>Fencing</p> <p>Any fencing adjacent to municipal lands is to be located 15cm (6.0") inside the property line.</p> <hr/> <p>Roadway, driveway & parking surface</p> <p>Roadway, driveway & parking areas surface materials, refer to site grading and landscape drawings for material finishes.</p> <hr/> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;"> <p>TYPICAL PARKING SPACE AT GRADE LEVEL</p> <p>5.50</p> <p>4.50</p> </div> <div style="text-align: center;"> <p>TYPICAL ACCESSIBLE PARKING SPACE</p> <p>5.50</p> <p>4.50</p> <p>COMPLY TO TOWN OF ORANGE PARKING STANDARDS PL-40</p> </div> </div>

APPLICATION NUMBER:

THIS DRAWING IS AN INSTRUMENT OF SERVICE, IS PROVIDED BY AND IS THE PROPERTY OF ARCHITECTURE INC.

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CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODES AND REQUIREMENTS AUTHORIZING JURISDICTION.

ALL ARCHITECTURAL SYMBOLS INDICATED ARE GRAPHIC REPRESENTATIONS ONLY.

DRAWINGS ARE NOT TO BE SCALED.

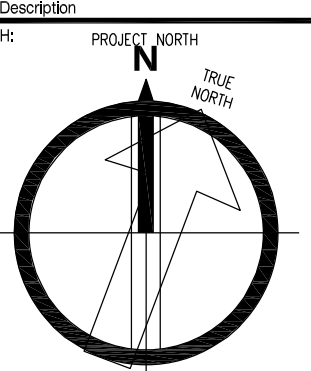


LEGAL DESCRIPTION OF PROPERTY:
PART 1 – PLAN 39R-10679 REGISTERED PLAN NO. 227
TOWN OF COBOURG, ONTARIO

OWNER INFORMATION
MARSHALL HOMES
9-1295 WHARF ST
PICKERING, ON L1W 1A2

[illegible][illegible]

10.	-	-
9.	-	-
8.	-	-
7.	-	-
6.	-	-
5.	-	-
4.	-	-
3.	-	-
2.	-	-
1.	ISSUED FOR ZBA SUBMISSION	2021.06.02



 **4 ARCHITECTURE INC.**
WWW.4ARCHITECTURE.CA
8966 Woodbine Avenue, Suite 100, Markham, ON L3R 0J7
T. (905) 470 7212 // F. (905) 737 7326 email: mail@4architecture.ca

MARSHALL HOMES		
220082		
COBOURG, ON	DENSMORE ROAD/ BIRCHWOOD TR	
SITE PLAN		
2021.06.02		
Date 2021.06.02	Drawn By SS/HM	Checked By SL
Drawing Number 220082DSP01.dwg		