

CULTURAL HERITAGE IMPACT ASSESSMENT

540 KING STREET EAST

Cobourg, Ontario

April 5, 2022



Prepared by:



Martindale Planning Services
23 Elizabeth Street
Ajax, Ontario L1T 2X1
Tel: (905) 427-7574 Fax: (905) 427-2328
E-mail: martplan@sympatico.ca

in association with



BARRY BRYAN ASSOCIATES
Architects, Engineers, Project Managers

250 Water Street
Suite 201
Whitby, Ontario
Canada
L1N 0G5

Telephone: 905 666-5252
Toronto: 905 427-4495
Fax: 905 666-5256
Email: bba@bba-archeng.com
Web Site: www.bba-archeng.com

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	PURPOSE OF REPORT.....	1
1.2	DESCRIPTION OF PROPERTY	1
1.3	SURROUNDING LAND USES.....	1
1.4	DESCRIPTION OF CULTURAL HERITAGE RESOURCES	1
1.5	OWNER’S CONTACT INFORMATION	4
2.0	BACKGROUND RESEARCH AND ANALYSIS	5
2.1	AREA HISTORY	5
2.2	BRIEF HISTORY OF THE TOWN OF COBOURG	5
2.3	HISTORY OF THE SITE.....	7
2.4	HERITAGE CONTEXT	7
2.5	PREVIOUS OWNERS OF THE PROPERTY	10
3.0	ASSESSMENT OF EXISTING CONDITION	20
3.1	CONDITION OF DWELLING	20
3.2	CONDITION OF BARN.....	20
4.0	EVALUATION OF THE HERITAGE SIGNIFICANCE OF THE PROPERTY	22
4.1	EVALUATION.....	22
4.2	STATEMENT OF SIGNIFICANCE	22
5.0	DESCRIPTION OF PROPOSED DEVELOPMENT	24
6.0	DESCRIPTION OF PLANNED CONSERVATION INITIATIVES	25
7.0	EVALUATION OF IMPACT OF PROPOSED DEVELOPMENT.....	26
8.0	CONCLUSIONS AND RECOMMENDATIONS	27

APPENDICES

A – LIST OF SOURCES

B – TITLE SEARCH

FIGURES

1 – LOCATION MAP

2 – SURVEY

3 – PROPOSED DEVELOPMENT CONCEPT

4 – AIR PHOTO

5 – HISTORICAL IMAGES

6 – EXTERIOR PHOTOGRAPHS

7 – INTERIOR PHOTOGRAPHS

1.0 Introduction

1.1 Purpose of Report

The property that is the subject of this heritage assessment is a four hectare parcel of land at the east end of the Town of Cobourg that contains a heritage dwelling and barns, along with associated pasture land. 540 King St. E. was originally part of a 200-acre dairy farm that straddled the CN/CP railway corridor, but is now located entirely south of the railway within the urban area of Cobourg. Intended to be developed as a condominium project with approximately 90 units, the subject property has been listed on Cobourg's heritage register for its cultural heritage significance. Consequently, a heritage assessment is required by the municipality in order for the various development applications to be processed.

1.2 Description of Property

The subject property has a frontage of 193.18 m on King St. E. and an average depth of approximately 200 m with a lot area of 3.97 ha. An older two-storey brick dwelling is located approximately 42 m north of the highway. The site is flat and largely devoid of vegetation except for wooded areas in the northwesterly portion and at the southeast corner. A long gravel driveway provides access to the dwelling and barns, the larger of which is a brick-clad vacant dairy barn (beside which is located two concrete silos) along with a smaller steel-clad frame barn.

1.3 Surrounding Land Uses

To the north of the property is agricultural land that is part of the Cobourg East Secondary Plan area; to the east and west is agricultural land that is designated "Environmental Constraints" on the Official Plan; to the south, across County Rd. No. 2, is agricultural land designated "Mixed Use Corridor Area", and to the southwest is an existing subdivision.

1.4 Description of Cultural Heritage Resources

1.4.1 Dwelling

A mix of Gothic Revival and Italianate, 540 King St. E. has a pleasing combination of features, including: a "gable and wing" L-plan layout with an additional wing at the centre back; tall, paired windows with carved double hood moulds, keystones, a floral motif, and a brick inset in a herringbone pattern; a variety of window styles; arched and flattened-arch hood mouldings with curlicue ends; quoins; first-floor bay windows on the south and west façades with flared copper roofs; decorative gable trim with cross bracing, finials, and fretwork, also with curlicues; fieldstone foundation; two-over-two sash windows—some lancet-shaped, some with rounded frames; and decorative carved cornice brackets.

Two of the main original features of the façade, as seen in the illustration from the 1878 Belden *Atlas*, are unfortunately now gone: the front porch and the Italianate tower. According to local historian Rob Mikel, "Originally, a wood tower with a mansard roof surmounted the entry porch at the front door, but that was an uncommon feature in this area." This square tower was tucked into the corner where the two front wings of the L-plan meet, and had a Second Empire roof, another style growing in popularity at the time.

Though in need of repair and restoration, the interior also demonstrates many examples of fine craftsmanship in wood and plaster; for example, the original ground-floor layout; carved door and window casings with rope moulding downstairs and roll upstairs; curved wooden stairs, spindles, newel post, and banister; elaborate plaster crown mouldings in the front rooms; substantial baseboards throughout; panelling in the bay windows; high ceilings; decorative arch in the foyer; original floors; and the carved wood front-door surround with etched glass broken-transom lights (now covered) and one-over-one round-headed side lights.

On the north elevation is a spacious attached 1 ½-storey brick drive shed with double doors on the north and south elevations and more decorative vergeboard trim.

1.4.2 Barn

Notwithstanding its many notable owners, possibly the single most significant heritage feature of this property is its surviving brick barn.

Although there are other examples in Ontario of “brick end” barns, in which the gable ends of the structure are constructed of brick, the experts and historians we consulted are aware of few—if any—other known examples of a fully brick structure, and none in Ontario. The Beatty barn may well be unique.

The *Northumberland and Durham County Atlas* of 1878 depicts the Beatty farm in full operation, providing a helpful, if possibly idealized, view of the buildings when they were new. It is clear that the current barn was part of a large, interconnected complex and is now the only survivor. James Beatty was known for his extensive horse-breeding operation, which included a quarter-mile racetrack, so this barn and its vanished accessory structures was an essential part of the reputation of the farmer and the farm.

The style appears to be that of an “English barn,” meaning that the cart doors are positioned on the long sides, not the gable ends. The familiar gambrel-style roofs were not common at that time; the original most likely had a gable roof, as indicated in the *Northumberland Atlas* illustration.

Will Samis, who grew up north of Colborne, and whose family emigrated from Vermont to Wicklow, east of Grafton, in 1804, is very familiar with this property. Mr. Samis is also a Director of the Ontario Barn Preservation organization, and provided information on the barn’s construction and operation, based on photographs taken during a recent site visit.

Mr. Samis notes that many 19th-century barns may represent the second or third such structure on a property, aka “the final barn.” Usually they were torn down and replaced, but their large posts or beams were reused, and roofs were the parts most often replaced. Indeed, evidence suggests that additions were made to either end of the original barn on this property, which now forms the centre of the structure.

The current roof, from the level of the bricks up, is probably relatively recent; the widely spaced boards and steel roof panels suggest it was likely replaced in the 1920s–1950s. The original frame roof would have been shingled.

The two large silos are connected to the barn on the west side by a covered wooden structure.

The silos appear to be constructed of cinder block and would have been erected within the last 75 years, likely in the 1950s or 1960s, to store silage and haylage (fermented hay) to help the dairy cattle produce consistently. Before farms became specialized (to dairy farming, in this case), the silos were primarily designed and built for grain, mainly wheat and barley, which the farmer would have harvested in the fall and threshed in the barn on the “threshing floor” over the winter.

Marks noted that some of the barn’s beams indicate re-use; e.g., the four mortise holes above the cart doors may indicate a false floor (see photo) or the re-use of the beam from an earlier incarnation of the frame. These doors, which are on both the north and south elevations, are known as the “great cart doors,” and could handle a horse-drawn cart fully loaded with straw or hay. Differences in the colours of the plate (a plank or planks that supports the roof on top of the brick wall) and ties suggest different histories; e.g., there appears to be new brick around the tie beams in the wall.

The most notable—and possibly unique—heritage feature or attribute of this barn is the fact it is entirely constructed of brick. Although he is aware of some stone barns, Mr. Samis is unaware of any other example in Ontario of a barn constructed entirely of brick. Using brick might have been a mark of status, of a gentrified operation, or it might have had a more practical purpose. A Greer family descendant shared some family lore about why James Beatty might have gone to the trouble and expense of building his barn in brick: apparently, because his farmstead was close to the railway track, he had lost an earlier barn complex to a fire caused by a spark from a passing train!

Local historian Tom Cruickshank says that he learned early brick houses (i.e., pre-1860) were made from kilns built on site, while later brick houses (i.e., post-1875) were almost always made from factory brick. It remains to be determined which was the case for Beatty’s home and barn, but there were certainly local options if he wished to have the brick supplied, and it seems he was well-off enough to have chosen to buy vs. fire his bricks. Northumberland Archivist Abigail Miller found that an 1870 directory included two well-established brickmakers in Cobourg: James Palmer at Division St. and Thomas Moffatt at Tay St., and Tom Cruickshank notes that there were also at least two brickworks near Port Hope: Crowhurst’s, near the present Hwy 401/Hwy 28 interchange, and Reynolds’s near Dale. Brickmakers were still using wood-fired kilns to make brick in the 1870s; this required a plentiful supply of timber to fire the kilns.

There were three types of brick used at this time: hard, medium, and soft. The hardest bricks were called “black ends” or “blackheads” and would have been used around exposed openings, such as the small diamond shapes included in the front and back walls of the Beatty barn. Medium-hard vitrified bricks, known as “red stretchers,” were used on exterior walls, while the softest and lightest brick, called “salmon brick,” was used on the interior.

Mr. Samis calls the diamond-shaped openings in the front and back walls “embellishments” or “fret work,” but although they are also decorative, they had an important function as sources of ventilation and natural light, which was at a premium in solid walled barns. Ventilation is particularly important in the upper, loft section of the barn, which is known as the “mow” (rhymes with “cow”). Similar holes in the gable ends of barns were sometimes referred to as “owl holes” or “martin holes,” allowing access to these beneficial creatures; these openings were often in decorative shapes such as iron crosses or triangles.

Walls may be constructed of two or three layers of brick, while below the brick is likely fieldstone, dating the barn to the 1800s; fieldstone was replaced by concrete in the 1920s.

The barn's lower level, where the animals were housed, called a "byre," included a "stable cleaner"; a gutter fitted with a board scraper operated by mechanical pulleys that removed cow dung for collection outside and application to the fields as fertilizer. Also evident on the south elevation from the time of the Greens' dairy-farming operation are the remains of the "milk house," where the bulk tank and cooling equipment would have been housed to hold the milk before delivery. It is possible to see the foundations of the milk house in the satellite photo of the barn.

Overall, the cultural heritage significance of this structure cannot be overstated. Our research shows not only that it has had a long association with the community, but that it may well be unique in Ontario in design and construction.

1.5 Owner's Contact Information

The owners are Ruth Kane Juodzevius and Napalys Juodzevius, 2305 SW 16 Terrace, Miami, Florida, USA 33145.

2.0 Background Research and Analysis

2.1 Area History

The area now occupied by present-day Cobourg was home to Indigenous peoples for thousands of years. Around 1695, following the 17th-century dispersal of the Wendat people, the Mississauga Nation, a branch of the greater Ojibwa Nation of the Three Fires Confederacy, moved southward from their former homeland north of Lake Huron to take advantage of the growing fur trade. The Mississauga settled into community groupings at the mouth of the Humber and Credit Rivers and on the shores of Rice Lake, Mud Lake, and Lake Scugog.

The seven First Nations signatories to the 1923 Williams Treaties include the Mississauga of Scugog Island, Alderville, Hiawatha, and Curve Lake, and the Chippewas of Rama-Mnjikaning, Georgina Island, and Beausoleil First Nations.

Cobourg is located within the Williams Treaty Clause 2 lands. Clause 2 states as follows:

All that parcel of the land situate in the Province of Ontario and described as parts of the Counties of Northumberland, Durham, Ontario and York, commencing at the point where the Easterly limit of that portion of the lands said to have been ceded in 1787 [the Toronto Purchase], which was confirmed on the First of August, 1805 of record as Number Thirteen in Volume One of the Book of Surrenders...

The land occupied by present-day Cobourg is located in the traditional and treaty territory of the Anishinabeg (the Mississauga) and the Chippewa Nations. Today, Cobourg's closest Indigenous neighbours are the Mississauga of Alderville First Nation at Rice Lake, as well as Hiawatha, Scugog Island, and Curve Lake First Nations.

Alderville has been home to the Mississauga Anishinabeg of the Ojibway Nation since the mid-1830s. Before that time, the people lived in their traditional lands around Bay of Quinte (Grape Island), but with the influx of refugee settlement after the American Revolution, they found themselves under increased pressure and their traditional hunting territories were steadily eroded. After the British lost the American colonies in 1783, they were forced to relocate the soldiers and civilians in the U.S. colonies who had been loyal to the King. For this reason, the Bay of Quinte became one area of settlement for those who became known as the United Empire Loyalists. As a result, the traditional economy of the Mississauga along the St. Lawrence River and the Bay of Quinte was under continued pressure for the next 40 years.

Despite the pressures of Christian conversion and assimilation, with increasingly harsh policies, the Mississauga have held on to their culture, including the traditions and the Ojibway language. This resistance to complete assimilation has become the basis upon which the cultural survival of the people has been maintained.

2.2 Brief History of the Town of Cobourg

The land occupied by present-day Cobourg was previously the territory of the Anishinaabe peoples (the Mississaugas).

European settlers first started arriving in the area around Cobourg in the 1780's. The town, originally several smaller villages, including Amherst and Hardscrabble, was founded in 1798 by United Empire Loyalists and was later named Hamilton. Following the War of 1812, a number of influential men moved to Upper Canada with a vision of growth and prosperity, working to create a leading centre of commerce and developing roads, the harbour, and connections to the interior to facilitate trade. The town was renamed Cobourg in 1818 in recognition of the marriage of Princess Charlotte Augusta of Wales to Prince Leopold of Saxe-Coburg-Saalfeld, and on July 1st, 1837 was officially incorporated.

By the 1830s Cobourg had become a regional centre due to its harbour on Lake Ontario, followed by the town's zenith as a political, religious, economic, and social centre in the period from the 1840s to the 1860s, when Cobourg had become one of the largest towns in the province and its future seemed bright, possibly even as the Upper Canada capital. A mania of growth led to the community overextending itself in investments and infrastructure, including the ill-fated Cobourg and Peterborough Railway and building the new town hall. (The hall, called Victoria Hall and officially opened in 1860 by the Prince of Wales, was declared a national historic site in 1959.) An economic depression in the 1860s and early 1870s then led to a drop in population and prospects.

However, the development of the harbour, the short-lived railway and the resulting trade in iron ore with the U.S. that it promoted led to many Americans discovering the delights of summering in Cobourg. From 1874, Cobourg rose to become a very popular and fashionable summer resort and was for many years the most popular resort for American military men and veterans, who stayed in the six summer hotels and hundreds of cottages and houses rented or built, including some very large mansions. In addition, from 1907 to 1952, a ferry service connected Cobourg and Rochester, New York, allowing Americans to reach Cobourg more readily. Men of Canada (1896) describes Cobourg's appeal to American visitors:

A factor which speaks volumes in favor of Cobourg is that southern visitors who came here fifteen or twenty years ago, and for the first time enjoyed the pure and invigorating ozone of this locality, have returned every year since...while Lake Ontario, stretching to the southward, affords a tempting opportunity for boating and sailing, its merry, rippling waters, dancing in sun or moonlight, being usually speckled with craft of all kinds.

Though visitors came annually from all over the United States, this started to decline by the 1920s. During WWI Cobourg was one of the highest-contributing towns to the war effort and then during the post-WWII boom, several large industries located in Cobourg, including the No. 26 Ordinance Depot, Canadian General Electric, and General Foods. From the 1870s to the 1950s the population remained stable at approximately 5000 permanent residents, and between 1941 and 1961 the population nearly doubled. Since then, the Town's population has gradually increased to approximately 18,000.

After several decades of coal and oil shipments in and out of the harbour, a decline in demand for coal and other changes led to an ambitious plan to rethink and redevelop Cobourg's waterfront into a boating and recreational centre. Throughout the late 1980s and early 1990s, the town invested heavily in purchasing property along the waterfront and beautifying the area. A boardwalk was developed to connect the harbour and large sandy beach while further pathways were created to encompass Victoria Park and the historic downtown. Because of this renewal and revitalization, many community activities now revolve in and around these spaces.

The Town of Cobourg is now the largest municipality in Northumberland County, an upper tier level of municipal government that includes seven municipalities

2.3 History of the Site

The property identified as 540 King Street East features prominently in the history of the Town of Cobourg, back to the earliest days of settlement. Our research shows that many of its owners were notable residents, including James Cockburn, Cobourg's own Father of Confederation, and are connected, directly and by marriage, to a lengthy list of names that figure prominently in the town's archives and history books. Many of these belonged to people who served the needs of the growing town and, indeed, country, while supporting their own families through work on the farm.

The Victorian farmhouse, which was most likely constructed by James Beatty *circa* 1876, and is currently painted a bright red, is a local landmark on the old King's Highway, marking the east edge of town. The main line of the (former) Grand Trunk Railway, which by 1859 stretched all the way from Portland, Maine to Chicago, cuts across the property's north boundary not far from the barn. Originally, the farmland continued north of the tracks; farmer would access his fields by crossing the tracks at a level crossing.

By the mid-1800s, Cobourg's favoured house styles began to shift from Georgian (called "Federal" in the U.S.), a style more familiar in New England villages, to those more reflective of a British town, including Regency, Gothic Revival, and Greek Revival. One of the most striking transitions was from frame construction to brick, as the combination of greater availability of brick from local brickyards and more prosperous citizens who could afford this material.

Northumberland County historian Tom Cruickshank notes that the bricks for early brick houses (pre-1860) were often made from kilns built on site; later examples (e.g., post-1875) were almost always made from factory brick. At the close of the 19th century, there were at least two local brickworks—James Palmer at Division St. and Thomas Moffatt at Tay St.—as well as at least two in Port Hope. Additional research may be able to determine whether the Beattys' house, their barn, or both, were built with one or the other. (See the "Beatty Barns" section for more information.)

At the time of the house's construction, Cobourg was undergoing a building boom, with large sections of the downtown being constructed in the popular Italianate style so common to Ontario's 19-century downtowns. Although there was a shift to these popular English styles, Cobourg remained for the most part architecturally restrained and unadventurous. The James Beatty house is a notable exception! In his book *Cobourg: The Spirit of the Place*, local historian Rob Mikel describes the house as "a fine Italianate villa...[that] is one of the best examples of unrestrained Victorian architecture in the area."

2.4 Heritage Context

2.4.1 Nearby Heritage Resources

Along King Street East, Cobourg, there are several properties of cultural heritage significance and interest, some of which were the site of compelling stories in the history of the area. Among these properties are three designated under Part IV of the Ontario Heritage Act:

- 411 King St E., known as “Sidbrook” (1857);
- 427 King St. E., known as “Midfield” (1877), later called “Tangmere”; and
- 444 King St. E., known as “Castleton” (c. 1817–1835), later called “Green Acres.” Castleton is an early Ash family house (see below), remodelled in the 1840s.

In addition, there are two properties on Cobourg’s Register of Properties of Cultural Heritage Value and Interest:

- 390 King St. E., known as “Strathmore,” 1878: and
- 460 King St. E., known as “Sunnyside Cottage” or “Ballinderry Lodge,” 1878; also called the “Checkerboard House,” which was built by successful local butcher Leopold Kobold in alternating red and buff brickwork reminiscent of the German or Low Country style of his homeland.

To the immediate east of 540 King St. E., which is located on Lot 10 of Broken Front Concession A/B, is Lot 9, the original home of one of the area’s earliest settler families, the Ash family. A summary of the significance of the Ash brothers to Cobourg follows.

In 1795 [some sources cite 1797], accompanied by their father, George Sr., the brothers emigrated to Upper Canada from Genesee County, New York, attracted by Governor Simcoe's offer of land. There were four Ash brothers: Samuel, George Jr., Joseph, and James. According to W. Allen Fisher, Ash family historian and a descendant of Samuel Ash, brothers George Jr. and James were the first settlers on the site of the Town of Cobourg. All five secured grants of land on the lakeshore east and west of Cobourg and around present-day D'Arcy St. James Ash received Lot 12, Concession 1; George Ash Sr. Lot 12, Concession B; George Ash Jr. Lot 13, Concession B; Joseph Ash Lot 31, Concession 2; and Samuel Ash Lot 9, Concession B.

In his book, *Hidden Ontario: Secrets from Ontario’s Past*, Terry Boyle tells the following story about Samuel Ash and his wife, Anne (née Wolcott):

Among the many privations from which the settlers suffered, one of the greatest was the lack of footwear. Mr. Ash would tell in later years how he sometimes came home from work in the evening to find his wife absent. He would know that she had gone in search of the cows, which were in the habit of straying into the woods. He would then set out to look for her, in the knowledge that he could find her by tracing the marks of her bleeding feet on the stones and brush as she went along.

Joseph Ash Sr. and his father George Ash were radical reformers, and were involved in the well-known “Cobourg Conspiracy,” which took place at Lot 9, next door to the subject property, and involved many people related to the subject property, including a member of the Wolcott family that held the original patent for Lot 10. The following account combines information from the Cobourg Museum and an article in the 1937 Canadian Historical Review by local historian Edwin C. Guillet:

The Cobourg Conspiracy

Mackenzie's Rebellion of 1837 was quickly quashed and the involvement of soldiers from Cobourg was chiefly in the mopping-up operation which followed. But unrest continued for some time and the next year Cobourg had its own bit of excitement with what has become known as: The Cobourg Conspiracy.

Cross-border raids against Canada by freewheeling American "buccaneers" as well as by American "patriots" continued for a number of years. It is important to note that citizens of all political stripes were together in wanting Mackenzie's armed rebellion to be put down. Nevertheless, following the release of the Durham Report of February 1839, which recommended many of the reforms for which Mackenzie had campaigned, the moderate Reformers of the province felt encouraged to show their support more openly. In the Cobourg area, such meetings of support were held, a "Lord Durham and Reform" flag flown, and feelings began to run high. One particular meeting degenerated into "a typical, old-time bloody battle." The Toronto Examiner called it a peaceful meeting "disturbed by a band of Orange ruffians," [the Orange Lodge was a right wing anti-Catholic, pro-British institution] who "at the instigation of the Family Compact" committed "most bloody outrage." Encouraged by all this was one Samuel P. Hart. Hart had been a printer with Reform sympathies, a resident of Cobourg and Belleville. After having his Belleville plant destroyed by loyalists he fled to the United States and there began to plan revenge with a number of other Patriots.

On Saturday morning, July 27, 1839, a schooner left Oswego, New York, ostensibly heading for Niagara. It soon became clear to the crew that the actual destination was Cobourg. By overhearing chance bits of conversation, [the crew] were able to gather that Cobourg was to be burned after the bank had been robbed and two or three individuals plundered or murdered... one for his part in cutting-out the Caroline, the supply boat of the Navy Island Patriots. On landing just east of Cobourg the conspirators made rendezvous at the Joseph Ash farm with some local supporters. Among other things discussed was the plan to rob "Squire" Henry's private bank opposite St. Peter's Church, and further, "to rid Cobourg, in particular, and Upper Canada in general, of two prominent members of the Boulton family, the Hon. George S. and his nephew D'Arcy, both strong supporters of the Family Compact."

Walter Wolcott [son of Roger, the Ash's neighbour at Lot 10] was apparently being counted upon to provide a waggon for some part of the enterprise, and his inability to do so until Monday night, together with a request by Moon to delay the affair twenty-four hours, led to a postponement on his return from Cobourg, when Foster Sprague, a sailor, was also present, with the apparent intention of joining the conspiracy.

During a number of delays in carrying out their plans, one of the conspirators, Henry J. Moon, thought better of his involvement and was able to personally warn D'Arcy Boulton of the plan. On July 29, a "body of trusty men" including Boswell, Ruttan, Boulton, and magistrate Chatterton, who attended to deal with the prisoners, met at Captain J.C. Boswell's home, mounted their horses, and proceeded eastward along the Kingston Road. They surrounded the homes of the Messrs. Ash and demanded entrance "in the Queen's name." The elder Ash was

found hiding in his pig-pen, and both father and son, after at first denying that any men were in their homes, later made superficial excuses for their presence.

Some of the conspirators escaped through windows and into the woods, but the principals, including Hart and Ash, were caught.

The conspirators were brought to trial on Friday, September 13. Acting as their defence attorney was the same D'Arcy Boulton against whom they had allegedly plotted! Samuel Hart was sentenced to seven years' hard labour in the Penitentiary, Joseph Ash Sr. to six months in jail and a fine of £100 and Joseph Ash Jr. to five months in jail and a fine of £50.

The account also notes: "The family still occupy the same farm, near the 'Kingston crossing,' where the Canadian National and Canadian Pacific railways cross the Kingston Road. Records in the Registry Office, Cobourg indicate that the first patent for land in Hamilton township was that taken out by Joseph Ash in 1798."

2.4.2 Heritage Context – Cobourg Official Plan

Section 5.5 of the Town's Official Plan sets out a series of heritage goals, objectives and policies applicable to new development in heritage conservation district\s as well as properties on the Heritage Register or adjacent to those properties. Policies relevant to the subject property include the goal to provide for the conservation, including adaptive reuse, of heritage resources. In addition to the provincial criteria for designation as detailed in section 4.0 of this report, local municipal criteria for designation include:

- a) Prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development and use of land in the Town;
- b) Prehistoric and historical associations with the life and activities of a person, group, institution or organization that has made a significant contribution to the Town;
- c) Architectural, engineering, landscape design, physical, craft and/or artistic value; scenic amenity with associated views and vistas that provide a recognizable sense of position or place;
- d) Contextual value in defining the historical, visual, scenic, physical and functional character of an area; and,
- e) Landmark value.

As described elsewhere in this report, the subject property is considered to meet the criteria for designation in all of these aspects.

2.5 Previous Owners of the Property

1805–1839 — Crown Patent of 200 acres granted to Roger Wolcott

Captain Roger Wolcott (1773–1863) was born in Litchfield, Connecticut, United States. He married Rachel Ash (1776–1827) in 1793, in Greene, New York, United States. They were the parents of at least four sons and four daughters, including William (1795–1823), Olive (1797–1871), Asa (1799–1852), Rachel (1805–1888), Walter (1809–1858), Sabrina (1811–1893), Savilla (1813–1845), and Gideon Edward (1817–1896).

Rachel Ash's parents were George Ash Sr. (1742–1819) and Hannah Grover (1749–1828), who were very notable in the Cobourg area because of their politics. The Ashes held the patents on Lot 9, immediately east of 540 King Street East, and were a large family.

An article by Nell Gwynne in the *Cobourg Sentinel* entitled “Home Sketches” published in the late 1800s (exact date unknown), relates the tale of the arrival of the Wolcotts and Ashes:

The first settlers in the vicinity of Cobourg were Mr. Samuel Ash, and his brother-in-law, Mr. Roger Wolcott [*sic*], who, tempted by the offers made to the Canadian settlers by Lieut. Gov. Simcoe, left their homes in the state of New York, in the spring of 1797. They [were] accompanied by the father of Mr. Ash, who was quite an aged man, crossed Lake Ontario in an open boat and landed near Kingston. The two young men bought a yoke of oxen between them, and having constructed rude sheds, upon which they strapped their luggage, and which were drawn by the oxen. They travelled up through the woods, which must have been a weary journey indeed, till they came to the neighborhood of where the town of Cobourg now stands, which was then like the whole country about – a trackless wilderness.

The farm on which Mr. Wells now resides is part of the two hundred acres of land chosen by Mr. Ash; and the farm now owned by Mr. James Beatty [which included 540 King St E], is part of the two hundred acres chosen by Mr. Wilcott [*sic*]. Having selected their land the two men went to work with brave hearts and their good axes, and they not only did their settlers duties on their land, but had hewn out enough of the virgin forest to enable them to put in a little crop before returning to the States for their families, which they did in a couple of weeks.

— *By Nell Gwynne, in interview with Mrs. James Wells (1803–1890), the daughter of Samuel Ash. Mrs. Wells was formerly known as Margaret Ash, and was the daughter of Anne Wolcott and Samuel Ash. Her mother, Anne, was the sister of Roger Wolcott.*

It is worth noting that Roger Wolcott's purchase of the property at 540 King St E occurred just a few years after “The Hungry Year,” which was a period in Cobourg history from 1798–1800 when crops in the area suffered a catastrophic failure, and many townspeople dealt with extreme hunger. Being a farmer at that time was hazardous as a profession, and the payoff risky. During “The Hungry Year,” it was written that the early settlers of Cobourg not only dealt with food crop shortage, but also local deer populations were decimated by wolves, making hunting also difficult. So great was the famine that several of Cobourg's early settlers died of starvation, while others subsisted almost entirely on roots and berries. In 1816, during the Wolcott's ownership of the property, famine yet again struck, being the start of several bad seasons of farming. As stated in the *Cobourg World* in 1937: “The War of 1812–15 was followed by several bad seasons, especially the year 1816 which was very cold and in which there is said to have been frost every month of the year. No corn ripened. Fodder and provisions were scarce and dear. It was a very hard year, and greatly retarded the settlement of Upper Canada.”

Roger Wolcott died in 1863, in Campton Township, Kane, Illinois, at the age of 90. There are many Ash descendants that remain in the area. Notable Ashes include Joseph Ash's daughter Almira Ash, who married Thomas Nicholson Gibbs, a prominent politician and historical figure in Oshawa; other offspring married into various prominent Cobourg families.

Sabrina Wolcott, Roger Wolcott's daughter, married Jason Gilchrist, a settler in the Peterborough area. Jason's brothers—James, John, Samuel and Hiram—were somewhat famous in their day, as they were all doctors. James practised in Cobourg, John was the founder of Keene near Peterborough, and Samuel and Hiram operated out of Port Hope. They all built identical houses, proclaiming that the design represented the perfect doctor's house. James Gilchrist's house on Division St., built in the 1840s, is still standing. James married Nancy McCarty, the daughter of John McCarty, who founded the village of Baltimore.

Roger and Rachel Ash Wolcott's daughter Savilla married Almond Buck, son of Elijah Buck (one of Cobourg's earliest settlers and owner of an early downtown tavern). The Bucks lived in what is now downtown Cobourg, while Almond had a farm outside town. Savilla and Almond's son Roddy married Sarah Stanton, whose sister Julia became the Viscountess Dillon of England's Ditchley Park. Their son Clive became a Senator; he married American heiress Rebecca Cornell, daughter of Madame Albertini, a noted opera singer. Rebecca Cornell's first husband was Richard Cornell, brother of Colonel Douglas Cornell, a long-time summer resident of Cobourg.

1839–1850 — Malcolm McNeill

Captain Malcolm McNeill (1795–1843) was born in Cantyre, Argyll, Scotland. He was the son of Hector Daniel McNeill Sr. In September of 1816, he married Mary Jane Devonish Moore (1795–1871) in Mumbai, Maharashtra, India. Together, they had nine children within 15 years. Their children were Hector Samuel (1817–1895), Charles Hastings (1819–1821), Malcolm Fredrick (1821–1909), Dora (1822–1825), Mary (1824–1883), John (1826–1868), Edmund Alexander (1828–1899), Neale (1830–1875), and Eliza (1833–1865). The family continued to reside in India until moving to Malcom McNeill's county of origin, Argyll, Scotland, sometime between 1822 and 1824.

Their child Mary was the first of their children to be born on Scottish soil. The family continued to reside in the Parish of Killean, Cantyre, Argyll, Scotland, until moving to Cobourg sometime between 1830–1833, with Malcolm McNeill purchasing the property at 540 King St E in 1839.

The McNeill family's third child, Malcolm Frederick, was born in India (1821–1909). He married Emma Elizabeth Godard (1858–1932) in 1879. Godard was born in New Brunswick, but later relocated to Grafton with her family. Malcolm and Emma McNeill had four children; Norman, Hector, Anne Mary Elizabeth, and Emma Frances Mabel Robertson.

Both Malcolm and Emma McNeill are buried at the Saint George's Anglican Church Cemetery in Grafton, along with their daughter Anne Mary Elizabeth, who died around age five.

Following the death of Malcolm Sr., the estate was held until 1850 and then sold by his two youngest children, Neale and Eliza McNeill. Eliza was the only child of Malcolm Sr. and Mary Jane Devonish Moore to be born in Canada—she was born in Cobourg in 1833. Neale McNeill was married to Eliza Jane Jellet in 1859. Sadly, Eliza passed away at the age of 26 in Newcastle, only four months after their wedding.

1850–1854 — George E. Castle

George Elphicke Castle (1826–1887) was born in Folkestone, Kent, England. He married Margaret Cockburn (1827–1916), of Berwick-upon-Tweed, North England, who was the sister of James Cockburn (1819–1883), Cobourg's Father of Confederation (see below), and a subsequent owner of 540 King St E. The Castles had four daughters: Emily Sarah, Mary Grace, Louisa, and Frances Bertha.

Later the Castles lived at Castle Hill, a Regency-style house off the Danforth Road that was built by William Scott *circa* 1850 and was purchased by George in 1854. The family lived there until about 1865. Though not large, the house's brickwork is laid in Flemish bond (at no small expense) and the decorative brackets on the soffits are also notable. According to historian Tom Cruickshank, "there is no question that it is one of the earliest brick houses in the township."

Castle Hill was later owned by Michael Davidson, the father of John Davidson, another owner of 540 King St E. (see below). The Castles eventually moved into Cobourg and lived at a house at the foot of Ontario Street. The Castle daughters married well, as they were considered beauties, as was their mother, who the society paper in Toronto called "Toronto's most beautiful Grand Mama." Louisa Castle married James Crowther of Toronto, who was closely connected to the Cawthras and Mulocks (very prominent families). Louisa and James Crowther lived at 280 Bloor Street West, Toronto, which was one of the last mansions on Bloor Street. The house was demolished in 1985.

In 1897, James Crowther turned the Castle house on Ontario St. into a summer hotel called Cedarmere, meant for Cobourg's fashionable American summer-colony residents. Mary Grace Castle married William Burton Smith, who was the son of Sidney Smith of Cobourg, a politician who served as Postmaster General of Canada, and who was also notable for building Hamilton House in order to host the Prince of Wales in 1860. Interestingly, he was a political rival of James Cockburn, who would later own the property at 540 King St E, Cobourg.

1854-1868 — The Honourable James Cockburn

James Cockburn (1819–1883) was born in Berwick-upon-Tweed, North England. The family came to Canada in 1832, and after attending Upper Canada College and Osgoode Hall, and having been admitted to the bar in 1846, he joined barrister and prominent citizen D'Arcy E. Boulton in Boulton's law practice in Cobourg. He is best known for being "Cobourg's Father of Confederation," though he only attended one of the three Confederation conferences, and the *Dictionary of Canadian Biography* notes that "his contributions to the proceedings and to the subsequent debates on confederation in the Legislative Assembly were negligible."

Cockburn lived at Northcote, a home located on Division St. opposite the railway station. It was demolished in the 1920s. In addition to his law practice, Cockburn was also involved in various construction endeavors and land transactions in the area, and was the Cobourg agent for the Colonial Life Assurance Company. There is no indication that he ever lived at the property that now includes 540 King St. E.; it was likely one of many in the area in which he held a financial interest only.

In 1864 when the Fathers of Confederation were returning to Toronto from the Charlottetown Conference, the train stopped in Cobourg and all the Fathers of Confederation were entertained at Northcote for several hours—with all Cobourg society in attendance.

Although he was involved in many professional ventures, it seems that Cockburn was a lackluster lawyer and businessman; by 1866 he was virtually bankrupt, and he was never able to restore his financial position.

Cockburn was most successful as a politician. He served on the Cobourg Town Council in 1855–1856 and again in 1859. In 1861 he successfully contested Northumberland West against Sidney Smith, postmaster general in the Cartier and John A. Macdonald governments. Cockburn was described by Macdonald in 1861 as “a Tory of the old school. In fact, [you] might say he belonged to the old fossil party – a Tory of the old Family Compact.”

In 1864 Cockburn was named solicitor general and was elected by acclamation to the first federal parliament in 1867. There was no place for him in the cabinet, however; as compensation he was chosen speaker of the House of Commons. Leading Liberals held the first speaker in low regard and his inability to speak French was resented by some members from Quebec. In 1873, however, he was re-elected to the post. His fortunes declined rapidly after the fall of the Macdonald government in November 1873. He lost Northumberland West in 1874 and was unsuccessful in Northumberland East in a by-election later that year. He moved his family to Ottawa to re-establish himself as a lawyer, but he remained destitute. In 1878 he secured the Conservative nomination in Northumberland West after a bitter struggle and won a narrow victory in the general election of that year.

However, after 1878 Cockburn became seriously ill and his political career was virtually over; his major interest was in securing a patronage post to obtain financial security for himself and his children (his wife Isabella had died in 1862). In 1871 he tried unsuccessfully to persuade Macdonald to appoint him lieutenant governor of British Columbia. He asked for the speakership again in 1878 and was refused.

In 1881 Macdonald finally provided some assistance, appointing him to the Commission on Dominion Statutory Law. Cockburn pursued the task informally until ill health forced him to resign his parliamentary seat on Nov 15, 1881. By 1882 Cockburn was too ill to leave his lodgings, but he continued to press Macdonald for patronage until his death the following year.

James Cockburn was married in 1854 to Isabella Susan Patterson (1838–1862), who was born in Halifax, Nova Scotia. Together they had three children; Sarah Isabella, Francis St. Quenton, and Frances (“May”).

R.D. Chatterton (assisted James Cockburn in the purchase of the property in 1855, and also with the sale in 1868, when he was noted as the trustee for George and Mary Castle’s marriage settlement.)

Richard Dover Chatterton (1802–1885) is a notable figure in Cobourg history. He is believed to have been born in England and immigrated to Canada with his family early in his life. The Cobourg Museum notes that Chatterton was the son of a contractor in Bath, England, known as the Plumber of Bath. Chatterton’s father, Richard Chatterton Sr., died saving others in a fire, and as an adult R.D. Chatterton seemingly followed in his father’s footsteps, receiving his Fireman’s Certificate in 1837. After the death of her husband, Richard Chatterton Sr.’s widow, Emily Chatterton (née Dover) was left with enough money to raise her family comfortably, but not enough to secure their future. So, at 26, Richard Jr. turned to the outposts of the British Empire to make his fortune. He wanted enough money to marry and support his long-time fiancée, Frances Howard (1800–1864). After arriving in Upper Canada, Chatterton searched Flamborough (a former municipality near the City of Hamilton, Ontario) locally for work, but was unsuccessful. He then walked the 200 miles to Lake Huron, where he was unsuccessful again. Finally, Judge William Falkner, a former resident of Bath now living in Cobourg, persuaded Chatterton to relocate to the Cobourg area, where the young man’s prospects improved.

By virtue of saving money from various jobs, Chatterton was able to start a weekly newspaper on January 11, 1831, which he called the *Cobourg Star*. Started in the rear of Benjamin Clark's store at the northwest corner of King and Division Streets, it was an immediate success. By 1833, due to the success of the newspaper and the profits it provided, Chatterton was finally able to return to England to marry Frances "Fannie" Howard, after which they both came back to reside in Cobourg. A few years after his wedding, Chatterton served as Justice of the Peace for the Newcastle district, as well as serving for a time as coroner.

R.D. Chatterton was very ambitious. In addition to his newspaper, he also founded a land agency and general registry office, operated an auction house, and served as the clerk of county court and the surrogate court. It was likely in connection to his land agent's office that he collaborated with James Cockburn.

Chatterton was also active in the militia, holding the rank of Captain. In December of 1837, at the time of the uprising and rebellion in Upper Canada, Chatterton marched with the Cobourg Rifles from Cobourg to Toronto at the call of the provincial authorities.

Additionally, R.D. Chatterton was a noted inventor. In the early 1840s, he invented and developed a special wheel for steamboats that was more efficient and otherwise superior to the models that were currently in use. He travelled to Great Britain to demonstrate and promote his invention, spending several months overseas.

Chatterton sold the *Cobourg Star* in 1847 to H. Jones Ruttan, son of Henry Ruttan, the Sheriff of Cobourg.

The Regency house that R.D. Chatterton built circa 1851 and in which he lived the remainder of his days with his wife Fannie still stands at 50 Havelock Street in Cobourg. They had no children.

1868–1895 — James Beatty*

James Beatty (1843–1915) is thought to have built the present house and brick barns in 1876. Although it is assumed that Beatty commissioned the current structures located at 540 King St E, there is evidence that there were earlier residents of the property; there was a brick dwelling located on the property prior to Beatty's ownership (as seen in the deed of sale from James Cockburn to Beatty, including a "dwelling," as well as prior census information describing a brick two-storey structure). The location of the former building on the property, as well as its original build date and the builder, are unknown.

James Beatty was the son of John Beatty (1766?–1852), a native of Fermanagh, Ireland, who emigrated to Canada in 1819. His mother, Jane Grandy (1805–1879) was also Irish, born in Wicklow, the daughter of Samuel Grandy and Mary Staples. James's sister Mary Jane Beatty married Calvin Minaker, who was a leading Cobourg merchant, and another sister, Ann Beatty married Michael Davidson, who bought Castle Hill from the Castle family (mentioned above).

In 1841, John Beatty bought Castle Hill from George S. Boulton, a prominent Cobourg lawyer and investor in real estate. (Note that as further proof of the small size of Cobourg's social and business circles at the time, George Boulton was the uncle of D'Arcy Boulton, law partner of James Cockburn.) At the time, Beatty was not a young man, but with a wife 29 years his junior and as eventual father to eight children, he was still at the helm of a growing household. When John Beatty died in 1852 at age 86,

most of his children were unmarried and some were still school-aged. His widow Jane soldiered on, her sons taking over farm duties as they matured; her mother, Mary—who lived to her 100th year—stayed with them. Ultimately, youngest son George acquired the farm and lived here until his death in 1894.

John's son James Beatty became a well-to-do and progressive farmer, who built "one of the area's truly great farmhouse mansions" (540 King St. E.), bred horses and had his own quarter-mile race course on his property, to which he would invite the public. He also raised cattle and farmed crops. His spectacular complex of brick barns dating to the time of the house construction, only one of which survives, is particularly notable (see "The Beatty Barns," below). The barns were a testament not only to his wealth, but also to his interest in livestock.

James Beatty decided that the west was where the future lay for his large family, so he sold the property in 1895 and moved to Yorkton, Saskatchewan. His Yorkton obituary notes that his horse-breeding skills stayed with him, as "he was a great lover of good horses, and for many years was prominent in local racing circles, taking an active part in the annual races at the Yorkton fair and similar events."

James Beatty married Jane "Jennie" Thomas in 1867, and together they had ten children: James A. Beatty Jr., Jane Elizabeth, Charles Thomas, George Alfred, Richard John, Louisa Amalia, Margaret Anne, William, Alfred Lorne, and Daisy.

**Note that no relationship has been established between this John Beatty family and the family of the Reverend John Beatty and his son, Dr. John Beatty, who were greatly influential during the early days of the Methodist college at Cobourg. The two families complicated matters by using many of the same names; however, the easiest distinction is by religion. The Reverend John Beatty and his family were Methodist; the Beattys who owned 540 King St. E. were Church of England (Anglican).*

1895–1908 — John H. Davidson

John Hector Davidson (1864–1941) was an Irish-Canadian who, as the son of Michael Davidson (1825–1911) and Ann Beatty (1833–1903), was the nephew of the previous owner, James Beatty. John Davidson farmed the surrounding land located on the Provincial Highway East (later known as 540 King St E), and also conducted a livery business. Additionally, he was an auctioneer and worked in real estate within Cobourg. J.H. Davidson was one of the founders of the Cobourg Horse Show, and was a prominent figure for years in carrying on this local event. He also held several offices of trust and responsibility. He was a member of the staff of His Majesty's Customs, and served as a Police Magistrate. He served as a judge at many county and district fairs, and also at the Canadian National Exhibition. He also performed local relief work, and was for some years chairman of the Cobourg Union Cemetery Board.

John Davidson married Isabella Ferguson (1864–1947) in 1890. Ferguson had many notable familial ties within Hamilton Township. Isabella Ferguson and John Davidson were cousins—Isabella Ferguson's mother was Mary Jane Davidson, Michael Davidson's sister. Together, John Davidson and Isabella Ferguson had four sons: Rupert Edgar, George Albert, Harold Albert, and Norman Edward.

In J.H. Davidson's later years he suffered from heart trouble and underwent surgery, but subsequently lost his strength and ultimately died from myocarditis. His funeral service was at home, and he was later buried at Cobourg Union Cemetery.

1908–1974 — Joseph W. Greer and members of the Greer family

(In chronological order: 1908–1925: Joseph Greer; 1925–1935: Martha Greer [will]; 1935–1948: William David Greer, Oscar George Greer, and Merwin James Greer [will]; 1948–1968: Annie Elizabeth Greer; 1968–1974: Joseph Meredith Greer and Evelyn Marie Greer [will].)

The Greer family owned the property for the longest period of time to date, 66 years, but unfortunately they experienced considerable tragedy over that time.

Joseph William Greer and Martha Goudy Greer (1908–1935)

Around the time of purchase (1906, although the sale wasn't officially registered until 1908), the property at 540 King St E was described in the Cobourg *World* newspaper as, "43 acres of choice land. Good 1 ½ story [*sic*] frame dwelling in good repair. New bank barn with cement floors, sheds, and other out buildings. Two good wells and cistern. Good orchard, large asparagus bed, and all kinds of small fruit. This is acknowledged to be one of the best market garden farms in Central Ontario, and less than one mile from Cobourg market."

From the newspaper article, it appears that Joseph Greer is attempting to sell or lease the property with the assistance of auctioneer J.H. Davison (the former owner), but an explanation cannot be found as to why this would be necessary so soon after he purchased it.

Possibly Greer planned to lease another house and barn on the property, as the description in the ad does not match the current house and barn. Regardless, the Greer family never did sell the property, and continued to live there and operate a dairy farm for decades to come.

Joseph Greer (1859–1924) was born in Haldimand, Northumberland County, Ontario. He was identified as a farmer in the 1921 Census of Canada. Greer is connected to the Ash family of Cobourg (mentioned above in the "Wolcott" entry), as his mother's second marriage was to George Henry Ash. That union produced a half-brother for Joseph Greer, interestingly also named Joseph (Joseph Arthur Ash).

Joseph Greer married Martha Goudy (1859–1934) of Hamilton Township, Ontario in 1885. Together, they had four children: William David, Oscar George, Merwin James, and Mary Eleanor ("Nelly"). Joseph spent the majority of his life in Cobourg, and was known to be genial and kindly to all, a staunch friend, and a good neighbour. He had many friends, ran a prosperous dairy, delivering fresh milk and eggs to his customers by horse and buggy, and was generally well known and respected. In 1906, Joseph Greer addressed the Cobourg town council to express his displeasure with market fees for local farmers, as well as with the poor condition of nearby Bolton St, which negatively impacted his farming due to its frequent flooding.

Joseph died suddenly at the age of 64 of a cerebral hemorrhage, as a result of a stroke. His grandson, Doug Beatty, recounted the event to historian Tom Cruickshank:

He ran a cottage dairy in the brick barns and a small egg operation there too, and made deliveries by horse and buggy to a regular round of customers in Cobourg. He had a heart attack en route one day and died behind the reins, but the horse knew the way home and brought the deceased back to the farm.

Joseph's funeral took place at his residence (540 King St E), travelling from there to the Cobourg Union Cemetery. After his death, his widow Martha assumed the property title. Following her husband's death, Martha suffered ill health, finally succumbing to chronic nephritis after five years of illness. After Martha Greer's death in 1934, ownership of 540 King Street East was transferred to her children William, Oscar, and Merwin Greer. It appears that the entire Greer family resided together at 540 King St E, including Joseph and Martha's grown children and their spouses.

William David, Oscar George, and Merwin James Greer (joint ownership, 1935–1948); Anne Elizabeth Greer (William's wife, née Carson), 1948–1968.

William David Greer (1887–1948) was a lifelong farmer, who was born in Cold Springs, Ontario. He was married to Elizabeth Anne "Annie" Carson (1886–1965) in 1914 in Cobourg, with William's brother Oscar serving as the witness. William and Annie had eight children: Joseph Meredith (1915–1985), Muriel Eleanor (1917–2010), Lawrence David (1919–1987), Harold Carson (1920–1993), Willa (1922–?), Helen (1924–?), Stuart (1932–1995), and Charles Albert (1933–1947).

William Greer joined the Royal Air Force and fought in WWI. When WWII began, he again enlisted. He survived the war and returned home, only to have his youngest child Charles Albert die in 1947 at the young age of 14. The following year, William was struck ill with cancer and died on August 4, 1948 at the age of 61 after only three months of illness. William's wife Annie died at Oshawa General Hospital on December 28, 1965.

Oscar George Greer (1889–1963), William and Merwin's brother, was also born in Cold Springs, Ontario. He married Ethel Beatrice Barton (1890–1929), of Napanee, in Cobourg in 1921. They were members of the United Church, and Oscar's occupation was mail carrier. Oscar and Ethel had two children: Clifford Barton (1923–1944), and Thelma (1929–1929). Sadly, during Ethel's pregnancy with Thelma, she contracted pleural pneumonia, which triggered premature labour. According to her death records, Thelma was born at 540 King Street, but she did not survive because of her prematurity. Ethel was transferred to the Cobourg General Hospital, where she succumbed to her illness later that day, at the age of 39.

Oscar Greer was left a widower raising his son, until Clifford, then a gardener, enlisted in the Royal Canadian Air Force in 1942, at the age of 18, serving as a wireless operator and air gunner. He served in England until October 10, 1944, when he was killed in action at the age of 20 after his plane crashed in Scunthorpe, Lincolnshire. Although he is listed on his family's grave marker in Cobourg, he is buried at Harrogate, North Yorkshire, England.

Merwin James Greer (1892–1954), the youngest brother, was born in Frontenac, Ontario. In November of 1914, at the start of WWI, Merwin enlisted in the Canadian Overseas Expeditionary Force at the age of 22. He landed in England as part of the Heavy Battery/Heavy Ammunition Unit (Units #1 and #2), and subsequently saw action in France. He survived the war, and returned to the family home in Cobourg. Merwin, like his brother William, was also a farmer.

In 1920, he married Fleda Mallory (1893–1933) of Warkworth, Ontario. Together they had three children; Dorothy Mae (1921–1985), Ruth Mary (1922–2014), and Kenneth Merwin (1928–2018). Tragically, Fleda died in the home at age 39 (March 6, 1933) as a result of a uterine hemorrhage after suffering a miscarriage ten days earlier.

In 1937, Merwin Greer remarried, to Edith Maud Michael (1884–1970), who had also lost her spouse, Albert Edward Parker. Although it seems that Merwin and Edith stayed married for the rest of their lives, they are both buried with their original spouses in Cobourg Union Cemetery.

Merwin Greer remained a lifelong Cobourg resident. He served in many community roles including as a member of the local school board (now Kawartha Pine Ridge District School Board). In the mid-1950s, a school was built at 457 King St E, nearly across the street from the Greer residence, and was named Merwin Greer Public School to recognize Merwin’s years of community service. Additionally, the Merwin Greer Woods behind the school provides a unique on-site setting for environmental projects.

Joseph Meredith Greer and Evelyn Marie Greer (inheritance), 1968–1974

Joseph Meredith Greer was the son of William David Greer and Elizabeth Anne (“Annie”) Greer (née Carson) (listed above). Joseph preferred to use his middle name, “Meredith.” He was married to Evelyn (Evaline) Oliver (1923–2015) in 1942. They had two children, Bonnie and William.

Meredith worked as a gardener at the Fitzhugh estate, Cobourg, before becoming the farm manager for Karl Haas on Brook Road N. He and his wife Evelyn moved to Woodbridge in connection with a Haas farm there, but later returned to Cobourg and bought the family farm at 540 King St E, where they resided for six years before retiring to Grafton on December 1, 1974.

Meredith Greer was a former member of the Orange Lodge, and an affiliate member of Cobourg Legion Branch 133 and Trinity United Church. Farming was what Mr. Greer was most interested in, but he enjoyed reading, particularly farm periodicals, playing euchre, watching wrestling on TV, dancing, and travelling. The couple had been to Hawaii, British Columbia, on a cruise to the Caribbean and spent winters in Florida. Meredith Greer died on June 17, 1985 after a lengthy illness. His widow, Evelyn, went on to live into her 93rd year, and died on June 27, 2015.

3.0 Assessment of Existing Condition

3.1 Condition of Dwelling

The existing home at 540 King Street East, Cobourg is a two storey structure, with a partial crawlspace and attached shed. It is a combination Gothic Revival and Italianate style with pointed arch and rounded arch windows at the south, east and west elevations.

The home is L-shaped in plan with a small enclosed wooden porch extension on the front (south side) and a brick shed at the back (north side). Roofs are pitched with asphalt shingles with wooden decorative panels at the gables. Exterior material is face brick with quoining at exterior corners on a wood frame structure. The face brick at the south and west elevations has been painted over in a red colour. The brick on the east side has had stucco applied over it. The shed at the back (north end) of the house is constructed of brick but has had stucco applied over its east elevation.

The entrance is through a porch enclosure on the east side of the home. The roof of the porch sags down toward the north. The southwest corner of the porch enclosure deck opens as a hatch with wooden stairs leading to a crawlspace below. The crawlspace is constructed of rubble stone foundation walls with wooden ceiling slats and joist framing for the first floor. The crawlspace floor is a combination of compacted soil and roughly laid bricks. A furnace, hot water tank and electrical panels are located here. Wood framing is in good condition. The access stairs should be repaired to be made more stable.

An exterior door at the centre of the porch enclosure opens directly into the kitchen. Wooden kitchen cabinets and counter are in poor condition. Wood flooring and high baseboards are present at the perimeter of the kitchen.

The kitchen opens into a dining/living area. Original ornamental wood trim is featured at the ceiling perimeter, window and door frames. Existing plaster walls and ceiling have had water damage.

There is an enclosed porch on the south side of the home, acting as a storage space, with no access from the exterior. It is adjacent to a formal wooden stair, with wooden railing and spindles. A decorative wooden arch with plaster rises above stairs. Part way up the stairs is a small storage room.

On the second floor are bedrooms and a bathroom. Wooden floor, doors and trim seem original to the home. The corridor ceiling has had tiles added over it. Bedroom walls are made of plaster on horizontal wood slats on wood stud framing. Some walls and ceilings are damaged and are in need of repair.

3.2 Condition of Barn

The existing barn at the north end of the site runs east-west and includes two concrete silos at the west end. Materials used for the barn include brick, concrete block and wood siding. The roof is constructed of wood trusses to make a gambrel shaped section with rusted metal roof panels above. There are four vertical metal vents spaced along the ridge of the roof.

Most of the barn walls are composed of two layers of brick mortared together. Openings include wood lintels resting on brick perimeter walls. A loft on the second floor is supported by wood joists spanning over wood columns and beams below on the first floor. Wood framing has been painted but seems in fair condition. Brick wall areas at the south side and northwest corner of the barn have settled or have been damaged and need to be infilled with new brick and repaired. Existing windows have been broken leaving only the frames.

The loft has a wooden floor with a portion of it enclosed in brick walls. Exposed wood trusses with metal roof panels are visible above. There are clerestory openings framed intermittently at the roof to allow light into the space. Openings at the gable end of the roof also allow light to enter.

The two silos at the west end are built in vertical concrete panels with lines of horizontal metal strapping on the exterior side. Wood roofing between the silos and barn is heavily damaged and needs to be replaced.

Summary

Overall, the home includes historical elements which should be preserved. However, some roof areas and interior walls and ceilings need to be repaired.

The barn overall structure is in fair condition, but the existing exterior brick walls need to be restored. The roof between the silos and barn needs to be replaced. The building would need extensive refurbishment to be able to be used as an occupiable space.

We understand both the house and barn are to be renovated as part of the proposed development, which is good to preserve these historical buildings and extend their use.

4.0 Evaluation of the Heritage Significance of the Property

4.1 Evaluation

As noted previously, the property is already listed on the Town’s Heritage Register for its architectural and historical significance. Having inspected the site and reviewed the history of the property in detail, we are of the opinion that the property should be designated under Part IV of the Ontario Heritage Act, since it meets most of the criteria for designation as spelled out in Ontario Regulation 9/06. The reasons for this recommendation are as follows:

1. The property has design and physical value, in that the dwelling is a representative example of both the Gothic Revival and Italianate architectural styles common to houses built in the Victorian era and is significant for its many architectural features that are listed in the Statement of Significance below. The barn is a rare, early and unique example of an agricultural building, unusual for its brick construction.
2. The property has historical value and associative value, in that it has a long association with people significant both locally and federally (Wolcott, Ash, Cockburn, Beatty and Greer) and has a direct association with a significant historic event, i.e. the Cobourg Conspiracy.
3. The property has contextual value in that it is important in supporting the character of the Cobourg area; and is a landmark.

4.2 Statement of Significance

504 King St. E., Cobourg is a 4 hectare property on the outskirts of the town that contains a Gothic Revival/Italianate brick two-storey dwelling and a unique brick barn.

Both the dwelling and the barn are important for their design value, their historical value and their contextual value.

The property’s heritage attributes include:

4.2.1 Dwelling

- The “gable and wing” L-plan layout with an additional wing at the back;
- Tall, paired windows with carved double hood moulds, keystones, a floral motif and a brick inset in a herringbone pattern;
- A variety of window styles;
- Arched and flattened-architectural hood mouldings with curlicue ends;
- Corner quoins;
- First-floor bay windows on the south and west facades with flared copper roofs;
- Decorative gable trim with cross bracing, finials and fretwork;
- Fieldstone foundations;

- Two-over-two sash windows – some lancet-shaped, some with rounded frames;
- Decorative carved cornice brackets;
- The original wooden floors and windows;
- The carved door casings and plaster crown mouldings;
- The panelling in the bay windows;
- The foyer and front door features;
- The staircase.

4.2.2 Barn

- The English barn design constructed of two types of brick in a common bond pattern;
- Its original features such as the great cart doors on the north and south sides;
- The medium-hard vitrified bricks (known as “red stretchers”) on the exterior walls and the softer brick (known as “salmon brick”) used on the interior walls;
- The diamond-shaped openings in the front and back walls; as well as being embellishments, they provided sources of ventilation and light;
- The fieldstone foundations, likely dating the barn to the 1800s.

5.0 Description of Proposed Development

We have received a Site Plan for the proposed development, which includes extensive new mixed use and residential units surrounding the preserved home and barn.

The existing home is to be refurbished and be included in a new park setting. The barn is to be converted into a mixed use barn structure building, which could include meeting areas, exercise spaces, etc., within a park area.

The south side of the site, facing King Street, includes mixed use units to the west of the entrance road and townhouses to the east.

West of the heritage home, stacked townhouses are proposed. To the north of the home, more townhouse units, detached and semi-detached homes are added.

Along the north end of the property, a landscaped acoustic berm is proposed to reduce noise from the adjacent railway tracks. Resident and visitor parking areas are located throughout the site.

Overall, the proposal includes a variety of new residential buildings while preserving the heritage elements of the original home and barn, which is a positive example for this and future developments for the Town of Cobourg.

6.0 Description of Planned Conservation Initiatives

The developer has not yet determined how the heritage resources on the subject property can best be conserved. This would generally be outlined in a Conservation Plan, which would be reviewed by heritage staff and the advisory committee prior to being approved by Council.

The Conservation Plan is a document that details how a cultural heritage resource can be conserved. The recommendations of the Plan should include a description of the repairs, stabilization and preservation activities being contemplated, as well as long-term conservation, monitoring and maintenance measures. It should satisfy the criteria outlined in the provincial toolkit entitled “Principles in the Conservation of Historic Properties”. More information on this is available in the Ministry of Culture’s Information Sheet #5.

Similarly, Parks Canada at the federal level has published a document entitled “Standards and Guidelines for the Conservation of Historic Places in Canada” which outline several principles to be observed in the preservation of cultural heritage resources.

7.0 Evaluation of Impact of Proposed Development

As noted previously, the subject property is one of the most significant cultural heritage resources in the Town of Cobourg. The proposed development is in keeping with its Official Plan designation of Residential Area, but unlike many contemporary developers, the owners have opted to retain the historic buildings on the site. As shown on Figure 4 (Proposed Development Concept), the dwelling will be on a separate block with frontage on an east-west street and flankage on the main north-south road traversing north from King St. towards the north end of the site. An L-shaped “central park” will wrap around the heritage house, affording a full view of the building from King St.

Similarly, the barn will be on its own block with access from both the east-west road and the north-south road; a smaller park will be located in front of the barn, again ensuring views of the barn from many of the housing units and good connectivity, from a visual perspective, from the dwelling. While a landscape plan has not yet been submitted or approved, the concept provides for landscaping in front of both the house and barn.

Having reviewed the concept plan in the context of the heritage resources located on this property, it is apparent that the developer has thoughtfully planned the project so as to ensure that the surrounding housing units will not overwhelm or dominate the site’s heritage structures. Accordingly, we are of the opinion that the proposed development concept in principle will not adversely affect the heritage significance of the property. This observation is based on the developer preparing a Conservation Plan which will outline how the buildings are to be restored and the barn, in particular, used in a way that will benefit the community.

8.0 Conclusions and Recommendations

On the basis of our evaluation of heritage impact, we have concluded that the proposed development satisfies the policies of the Cobourg Official Plan in that it will reinforce the cultural heritage character of the property and honour its heritage attributes.

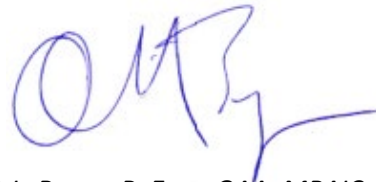
We therefore recommend that:

1. The subject property be designated under Part IV of the Ontario Heritage Act for its cultural heritage significance.
2. A Conservation Plan, outlining the manner in which the dwelling and the barn are to be rehabilitated without losing their key heritage attributes, be prepared by the developer and reviewed by heritage staff and the Heritage Advisory Committee prior to being adopted by Council.
3. A suitable plaque be installed in front of each building in order to educate the public as to the cultural significance of these heritage resources.

Respectfully submitted,



Robert A. Martindale, MCIP, RPP, CAHP
Martindale Planning Services



D.L. Bryan, P. Eng., OAA, MRAIC, CAHP
Barry Bryan Associates

APPENDICES

A – List of Sources

Alderville First Nation: <https://alderville.ca/>

Ancestry.ca: <https://www.ancestry.ca/>

Boyle, Terry. *Hidden Ontario: Secrets from Ontario's Past*. Dundurn Press, Toronto ON, 2011.

Climo, Percy L. "Honorable James Cockburn," typescript. Published in *Cobourg Sentinel Star* as a Centennial Project in 1967. Courtesy of Northumberland Archives.

Cobourg & District Historical Society: <https://www.cdhs.ca/>

Cobourg Heritage Centre: <https://vitacollections.ca/cobourg-heritage-centre/3596811/data?n=8>

Cobourg History blog: www.cobourghistory.ca

Cobourg Library: <https://www.cobourg.ca/en/my-cobourg/Search.aspx>

Cobourg Museum: <https://www.cobourgmuseum.ca/>

Cobourg / Sifton Cook Heritage Centre: <https://vitacollections.ca/cobourg-heritage-centre/>

Cobourg World newspaper. Accessed via the Northumberland County Archives.

Cruickshank, Tom, Writer & Historian, Hamilton Township. Correspondence, March 2021.

Family Search.org: <https://ancestors.familysearch.org/en/KGP8-11R/capt.-roger-wolcott-1773-1863>

Find a Grave.com: <https://www.findagrave.com/memorial/>

Guillet, Dr. Edwin C. "The Cobourg Conspiracy," in *The Canadian Historical Review* Vol. 18, 1937, pp 28–47. Retrieved from <https://images.ourontario.ca/Partners/Cobourg/0000498581T.PDF>

Hiawatha First Nation: <https://www.hiawathafirstnation.com/about-us/>

Illustrated historical atlas of the counties of Northumberland and Durham, Ont. Toronto: H. Belden & Co., 1878.

Kawartha Pine Ridge District School Board: <https://merwingreer.kprdsb.ca/>

Library and Archives Canada: <https://central.bac-lac.gc.ca/>

Mikel, Robert, Author and Historian. Correspondence, Feb–Mar 2021.

Mikel, Robert. *Cobourg: The Spirit Of The Place*.

Northumberland County Archives: <https://www.northumberland.ca/en/discovering-and-exploring/about-the-archives.aspx>

Ontario Barn Preservation: <https://www.ontariobarnpreservation.com/>

Our Ontario.ca: <https://search.ourontario.ca/>

Pope, Neal, CAHP, President, Neal Pope Carpentry Services; Property Manager, 540 King St. E. Interview and correspondence, Feb–March 2021.

Raue, Barbara. *Cobourg Ontario Book 1 in Colour Photos: Saving Our History One Photo at a Time*. Independently published, March 13, 2019.

Rootschat.com: <https://www.rootschat.com/forum/>

Samis, Will, Director of Ontario Barn Preservation, former Cobourg resident and expert on historic barns. Interview and correspondence, Feb–March 2021.

Scugog First Nation: <https://www.scugogfirstnation.com/Public/Origin-and-History>

Swainson, Donald. “James Cockburn.” In *The Dictionary of Canadian Biography*: http://www.biographi.ca/en/bio/cockburn_james_11E.html

Toronto Public Library: <https://static.torontopubliclibrary.ca/>

Williams Treaties First Nations: <https://williamstreatiesfirstnations.ca/>

**Our most sincere thanks to Northumberland County Archivist Abigail Miller, who went above and beyond to assist us in our research.*

B – Title Search

TITLE SEARCH RECORD (CHAIN OF TITLE)

Municipal Address: 540 King Street East, Town of Cobourg, County of Northumberland

Legal Description: Pt. Lot 10, Concession A, Geographic Township of Hamilton, Town of Cobourg, County of Northumberland, being part 1 on Plan 39R-374; PIN:51102-0224(LT)

Date of Search: Dec. 16, 2020

Instrument No.	Date	Grantor	Grantee
Patent	11 Mar 1805	Crown	WOOLCOTT, Roger
ON5724	3 Dec 1839	WOOLCOTT, Roger	McNEILL, Malcolm
HM411	4 Sept 1850	McNEILL, Malcolm-ESTATE	CASTLE, George E.
HM419(Release)	16 Oct. 1850	McNEILL, Malcolm-ESTATE	CASTLE, George E.
HO658(Trust Deed)	7 Sept. 1854	CASTLE, George E.	COCKBURN, James
HO886	12 Nov 1855	McNEILL, Neil & Eliza	COCKBURN, James; CHATTERTON, R.D.
HT290(Marriage Settlement)	4 Mar 1868	COCKBURN, James; CHATTERTON, R.D. (Trustees) for CASTLE, George & Mary	BEATTY, James

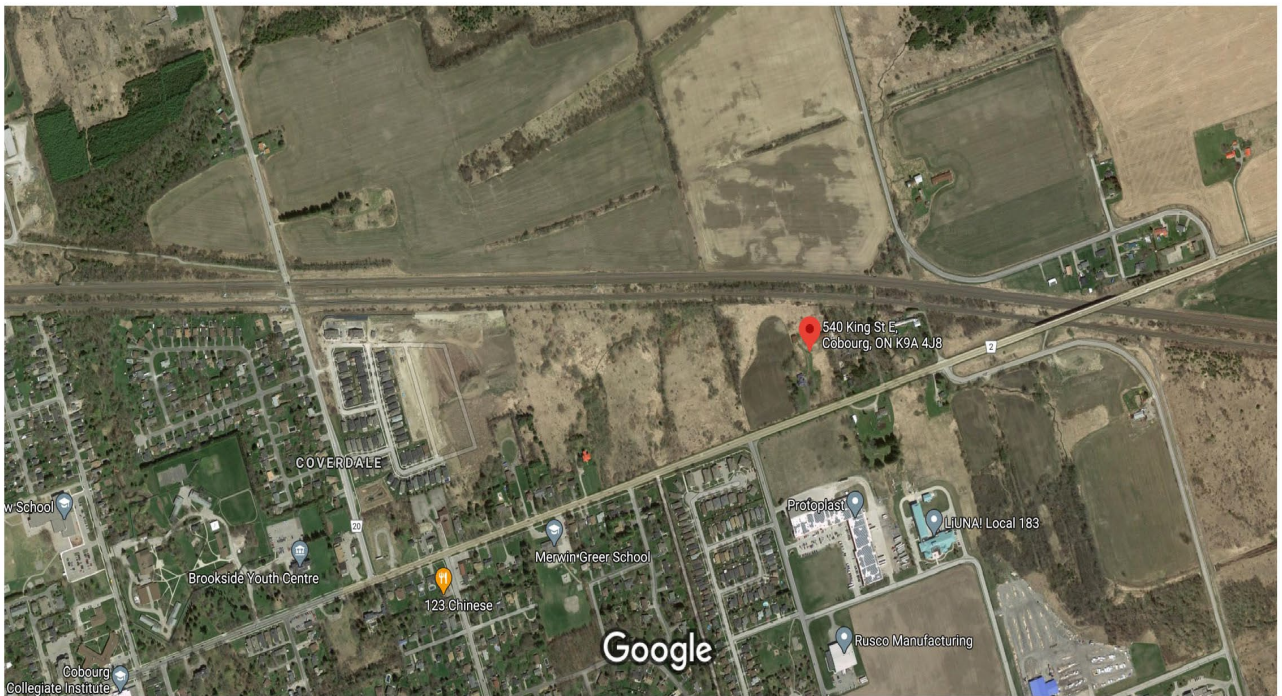
Instrument No.	Date	Grantor	Grantee
HN5380	4 Apr 1895	BEATTY, James	DAVIDSON, John H.
HN7521	14 Apr 1908	DAVIDSON, John H.	GREER, Joseph
GR1597(Will)	4 Sept 1925	GREER, Joseph	GREER, Martha
GR2192(Will)	20 May 1935	GREER, Martha	GREER, William David, Oscar George & Mervin James-Executors
GR3865(Letters of Administration)	15 Oct 1948	GREER, William David-residue in will of GREER, Martha	GREER, Annie Elizabeth
HN15227(Exec. Deed)	4 Jan 1950	GREER, Joseph-ESTATE	GREER, Annie Elizabeth
HN15582(Exec. Deed)	3 July 1950	GREER, William David-ESTATE	GREER, Annie Elizabeth
CB48529(Firstly)	28 Mar 1968	GREER, Annie Elizabeth-ESTATE	GREER, Joseph Meredith & Evelyn Marie
CB075627	3 Dec 1974	GREER, Joseph Meredith & Evelyn Marie	SEGAL, Morris
CB265328	4 Feb 1998	SEGAL, Morris	MORRIS SEGAL FAMILY HOLDINGS LTD

Instrument No.	Date	Grantor	Grantee
NC309020	13 Nov 2001	MORRIS SEGAL FAMILY HOLDINGS LIMITED	KANE, Beverley
NC158198	23 Oct 2017	KANE, Beverley	KANE, Beverley & RUTH, Deborah (as Joint Tenants)
ND1754569 (Survivorship Application)	30 Nov 2018	KANE, Beverley	KANE, Ruth Deborah

FIGURES

1 – Location Map

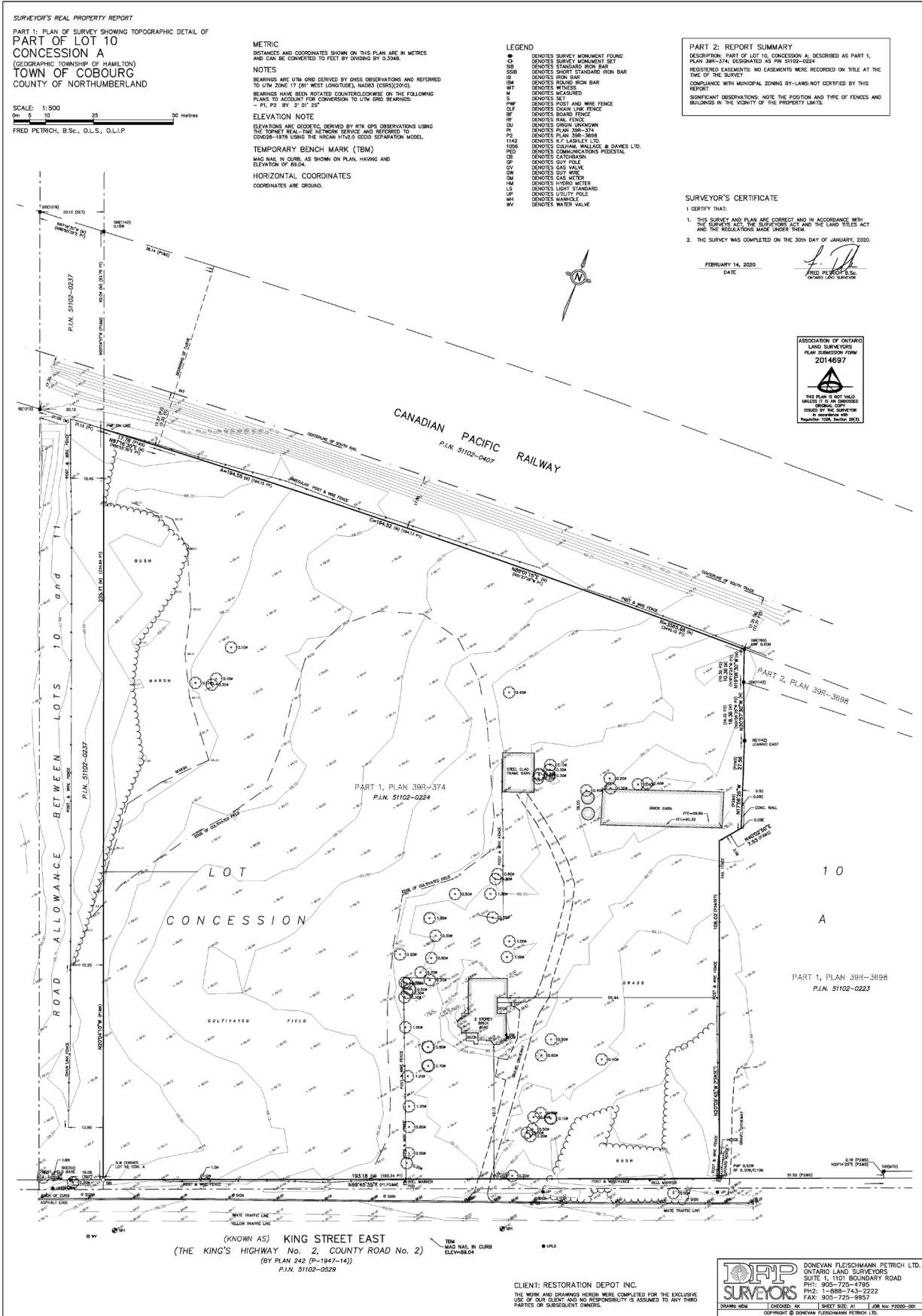
Google Maps 540 King St E



Imagery ©2021 Google, Imagery ©2021 CNES / Airbus, Maxar Technologies, USDA Farm Service Agency, Map data ©2021



2 - Survey



3 – Proposed Development Concept

Sunnyside Village Concept Plan

540 King St, Cobourg



SITE INFORMATION

SITE AREA: 3.07ha
 Total Site Area

PARKING RATES

Residential (Detached, Semi-detached): 2.0 p/unit
 Residential (Townhouse): 1.0 p/unit
 Mixed-Use: 1.0 p/unit
 Retail: 3 p/100m² GFA

SETBACKS

F.V. C.Y. S.V. P.V.
 4.5m 2.4m 1.2m 2.2m
 4.5m 2.4m 1.2m 2.2m
 Townhouse: 1.8m 1.8 0m
 Mixed-Use

DEVELOPMENT STATISTICS

RESIDENTIAL UNITS

Detached: 7
 Semi-Detached: 4
 Townhouse: 55
 Mixed-Use: 24
TOTAL: 90

PARKING

Residential: 118
 Office: 32
 Commercial: 38
 Subtotal: 145
 Mixed Use Barn Structure: 49
Total: 239

OPEN SPACE

General and Restoration Zone: 0.265ha
 Core Park: 0.130ha
 Barn Plaza: 0.085ha

LEGEND

- PROPERTY BOUNDARY
- ENVIRONMENTAL ZONE AND BUFFER
- FUTURE ROAD ROW INDICATOR
- UNDEFINED ROAD IMPROVEMENT



No.	REVISION	DATE	BY
8	REVISED CONCEPT PLAN	2022.03.29	UMG
7	REVISED CONCEPT PLAN	2022.02.22	UMG
6	REVISED CONCEPT PLAN	2022.02.16	UMG
5	REVISED CONCEPT PLAN	2021.09.08	TK
4	PREPARED CONCEPT PLAN	2021.08.15	TK
3	CONCEPT PLAN	2021.05.11	TK
2	CONCEPT PLAN	2021.04.23	TK
1	BASE PLAN	2021.04.07	TK

CLIENT
SUNNYSIDE VILLAGE INC.

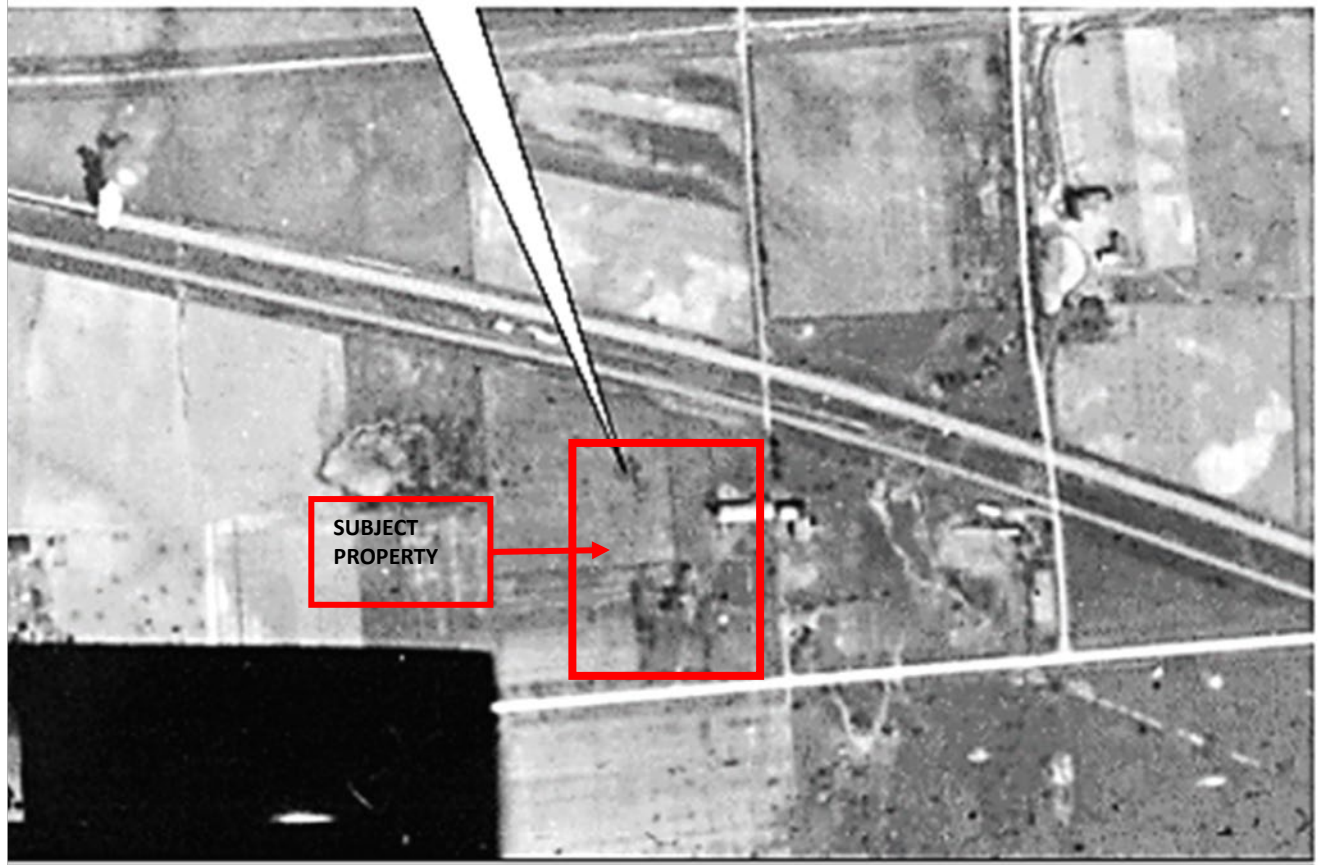
FOTENN
 Planning + Design

171 Spadina Avenue, Suite 301 Toronto, ON
 416.798.4320
 info@fotenn.com

DESIGNED: TK/UMG
 REVIEWED: UM
 DATE: 2022.03.29
P1

4 – Air Photo

FIGURE 4 – 1929 AIR PHOTO



5 - Historical Images

No. of Inheritance	INSTRUMENT	ITS DATE	REGISTRY	CONVEYANCE	ACRES	REMARKS
7039	Patent	July 15, 1805		Samuel Ash	100 acres	100 acres
	2 Aug 1805	25 Aug 1804	Samuel Ash	Robert Hedges	part of lot 10	
	2 Aug 1805	25 Aug 1804	Samuel Ash	Robert Hedges	part of lot 10	
2011	Deed	18 May 1806	18 May 1806	Henry Pease & Piff	100 acres	
2079	Deed	10 Nov 1807	21 Nov 1807	Samuel Ash	100 acres	
2555	Deed	15 July 1808	15 July 1808	Samuel Ash	100 acres	
2447	Deed	18 Oct 1807	18 Oct 1807	Samuel Ash	100 acres	
2523	Deed	20 March 1809	20 March 1809	Margaret Bell	100 acres	
2577	Deed	2 Aug 1814	2 Aug 1814	Samuel Ash	100 acres	
Lot 10 Concession A Land Abstract						
2504	Deed	29 July 1801	11 Aug 1801	Roger Woodcock	1 acre	
2953	Deed	1 May 1802	20 April 1803	John C. Boswell	1 acre	
3900	Deed	21 Nov 1805	24 March 1805	G. S. Boulton	200 acres	
5724	Deed	2 Nov 1809	3 Dec 1809	Roger Woodcock	1 acre	
6305	Deed	1 April 1801	11 May 1801	S. C. Boswell	1 acre	
7298	Deed	1 April 1804	1 June 1804	S. C. Boswell	1 acre	
7908	Deed	11 Sept 1805	29 Jan 1806	Non James Corson	1 acre	
81	Deed	16 Nov 1807	15 Jan 1808	Henry S. D. Neill	1 acre	
82	Deed	16 Nov 1807	15 Jan 1808	Henry S. D. Neill	1 acre	
2418	Deed	1 Jan 1809	25 April 1809	S. C. Boswell	1 acre	
411	Deed	7 Aug 1800	4 Sept 1800	George E. Castle	200 acres	
419	Deed	25 Sept 1800	16 Oct 1800	George E. Castle	200 acres	
422	Deed	17 Oct 1800	29 Oct 1800	John Pease & Boswell	1 acre	
82	Deed	6 April 1800	14 Feb 1807	Robert Henry	1 acre	
84	Deed	11 April 1807	25 June 1807	William Hourse	1 acre	
85	Deed	1 May 1804	7 Sept 1804	G. E. Castle	1 acre	
86	Deed	17 Nov 1803	12 Nov 1803	John C. Boswell	1 acre	
87	Deed	8 Aug 1805	12 Sept 1805	John C. Boswell	1 acre	
108	Deed	1 Nov 1805	23 Nov 1805	S. C. Boswell	1 acre	
10117	Deed	18 May 1800	18 May 1800	Henry Pease & Piff	1 acre	
1037	Deed	24 March 1804	7 April 1804	G. E. Jones	1 acre	
12	Final	24 Nov 1804	1 Dec 1804	G. E. Jones	1 acre	
121	Grant	2 Nov 1806	5 Nov 1806	G. E. Jones	1 acre	
126	Deed	2 Nov 1806	7 Nov 1806	Wm Kerr	1 acre	
219	Final	28 Aug 1801	3 March 1808	James Lockburn & R. Chatterton	1 acre	
240	Deed	6 Feb 1808	11 March 1808	James Beatty	1 acre	
291	Deed	5 Feb 1808	4 March 1808	James Beatty	1 acre	
37	Final	2 Dec 1808	23 Dec 1808	James Beatty	1 acre	
4710	Deed	25 Oct 1871	4 Aug 1875	John Jas. Cockburn et al	1 acre	
837	Deed	22 Jan 1876	24 Jan 1876	R. Rutton & R. Chatterton	1 acre	
855	Deed	15 Jan 1876	24 Jan 1876	Jas Beatty et al	1 acre	

Page from the Lot 10 Concession A Land Abstract, showing entries from the 1805 Crown patent through to 1876 (incl. Wolcott, McNeill, Castle, Cockburn, Chatterton, Beatty). Courtesy of the Northumberland County Archives.

First Regt. Northumberland Militia
Nominal Return of the Flank Companies
of the First Regiment Northumberland
Militia on Service in the year 1812.

<i>No.</i>	<i>Rank</i>	<i>Name</i>	<i>Remarks</i>
1	Captain	John Spencer	Capt. Melkinstock command of the Company in 1812
2	"	Robert G. Wilkins	
3	"	Asa Burnham	Died in March 1812
1	Lieut.	Roger Woolcut	
2	"	James Norris	Left the Province since the war
1	Ens.	Joseph A. Keeler	

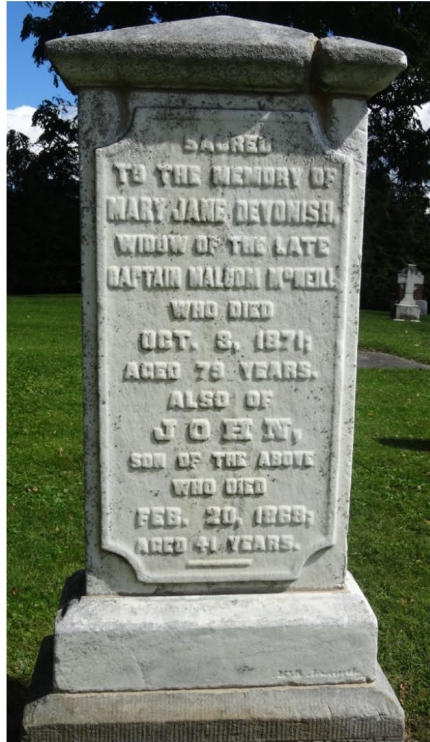
Officers' list for the First Regiment of the Northumberland Militia, 1812, showing Roger Woolcut [sic] as a Lieutenant. Courtesy of the Cobourg Museum.



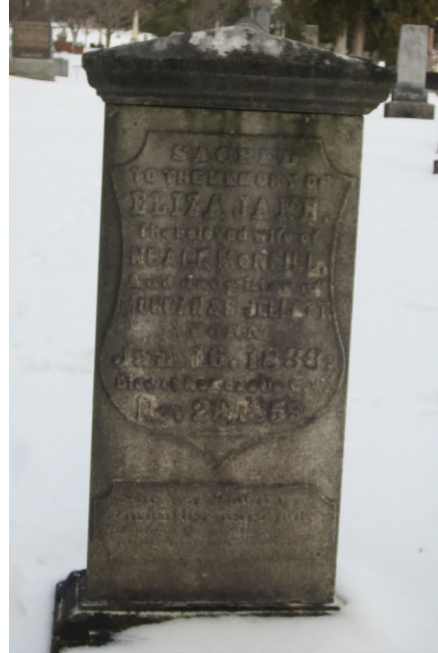
Allan Ash, son of Samuel, grandson of George, was a noted musician, and one of the first settler children born in the area. Courtesy of the Cobourg Museum Foundation.



Detail of Lot 9 ("S.A. Ash" and "J. Wells") and Lot 10 ("J. Beatty") from the *Illustrated Historical Atlas of the Counties of Northumberland and Durham*, 1878. Courtesy of McGill University, Rare Books Division, The Canadian County Atlas Digital Project.



(Left) Grave marker for Mary Jane Devonish Moore McNeill. St George's Cemetery, Grafton, Ontario.
(Right) Grave marker for Eliza Jane McNeill (née Jellet). St. Peter's Anglican Cemetery, Cobourg.



Grave marker for Malcolm McNeill Jr., Emma McNeill (née Godard), and their young daughter Anne McNeill. Saint George's Anglican Church Cemetery, Grafton.



(Left) Grave marker for George Castle and Margaret Cockburn. St. Peter's Anglican Cemetery, Cobourg.

(Right) Grave marker for Mary Grace Castle and William Burton Smith. St. John's Anglican Cemetery, Port Hope.



Portrait of James Cockburn (undated). Library and Archives Canada/MIKAN 3506674



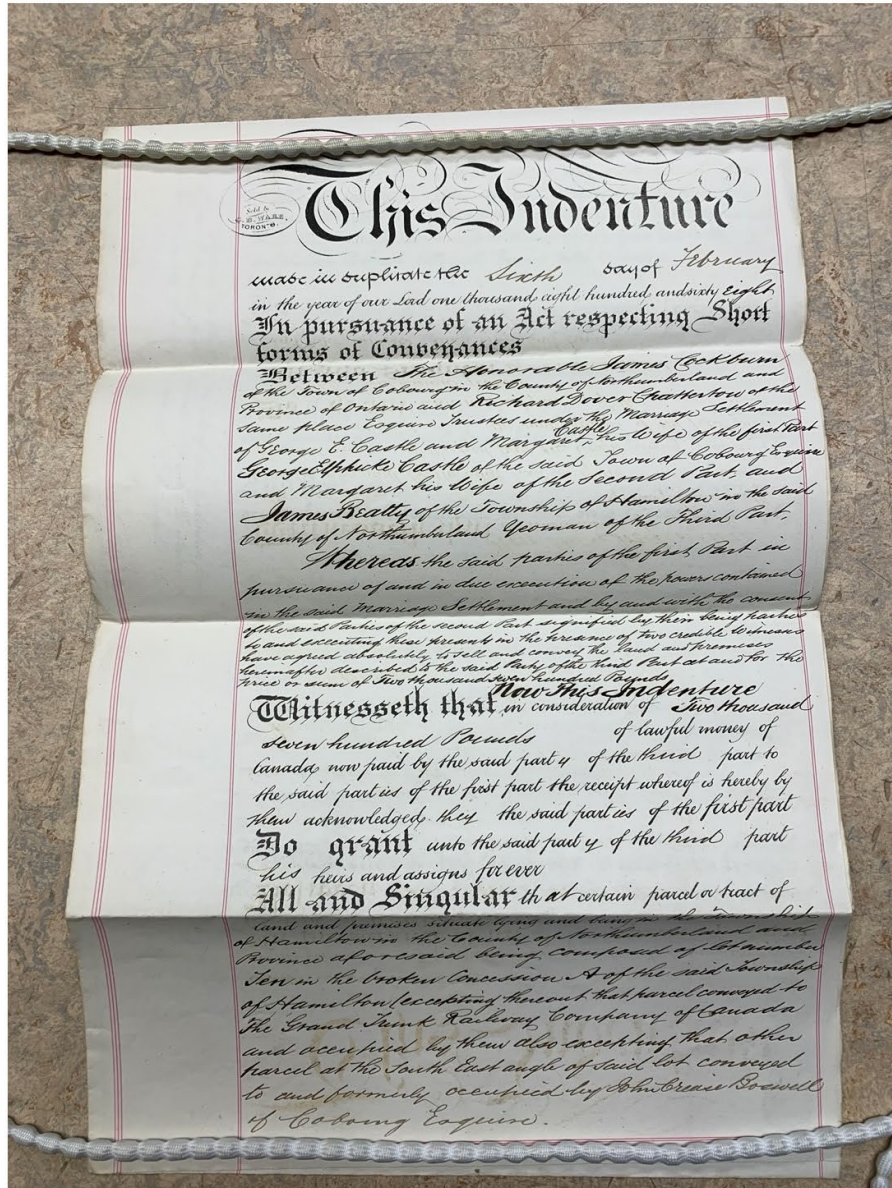
Delegates to the Quebec Conference, October 10–27, 1864, at which the terms of Confederation were resolved. James Cockburn is the short man at the centre of the second row. Library and Archives Canada (C-000733)



(Left) R.D. Chatterton, undated. (Right) Frances "Fannie" Chatterton (née Howard), undated. Courtesy of the Cobourg Museum.



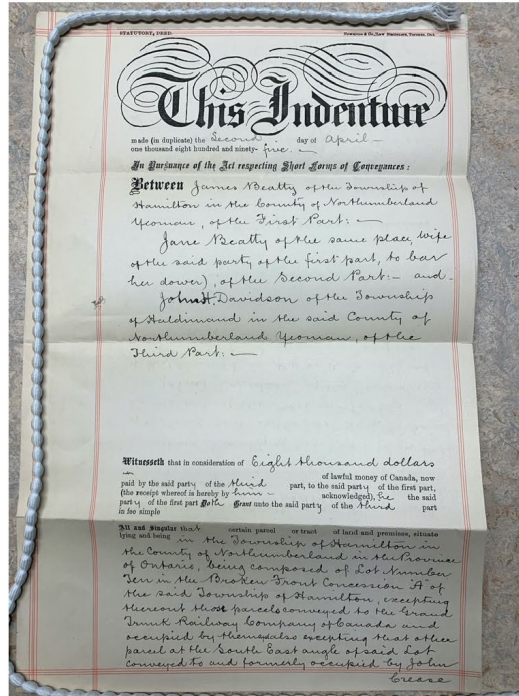
The Chatterton Residence, 50 Havelock Street, Cobourg as it appears today. Courtesy of the Cobourg Museum.



Deed transferring the property from George Castle to James Beatty for £2,700, with Cockburn and Chatterton as trustees, in 1868. (Note that Canadian currency switched from being based on the British pound to the "Canadian dollar," which was at par with the U.S. dollar, around this time.) Courtesy of the Northumberland County Archives.



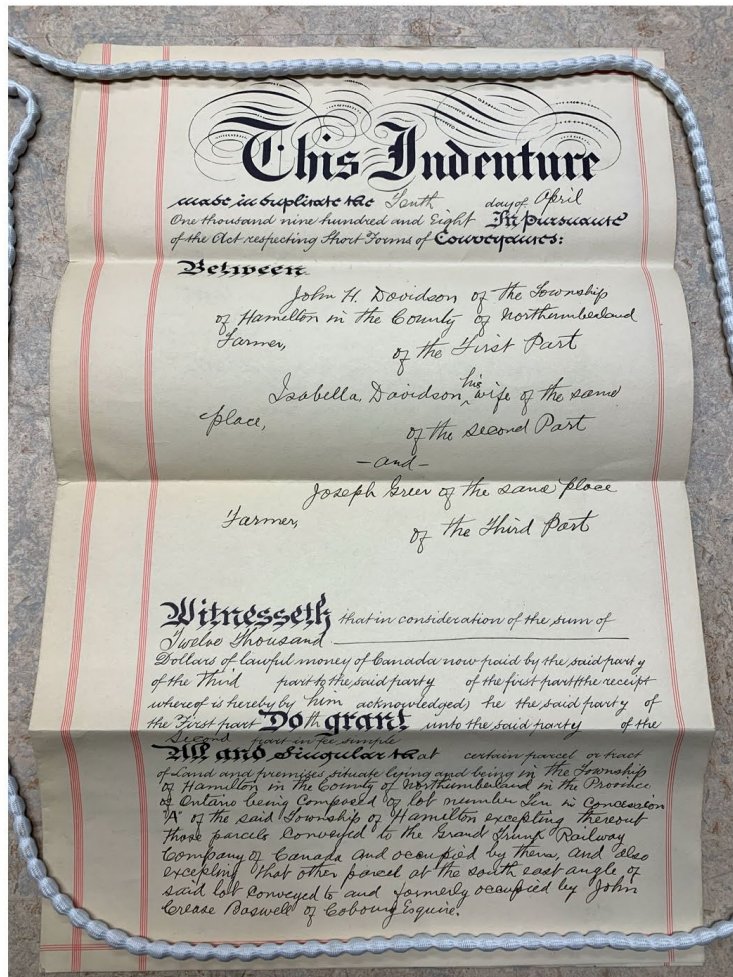
Illustration of the Beatty Farm, from the *Belden Illustrated Historical Atlas of the Counties of Northumberland and Durham*, 1878. Note the tower and porch, now gone, and the elaborate complex of barns, wings, and outbuildings surrounding the original brick barn (with cupola). Courtesy of McGill University, Rare Books Division, The Canadian County Atlas Digital Project.



Deed transferring the property from James Beatty to John Davidson for \$8,000 in 1895. Northumberland County Archives.



Grave marker for Michael Davidson and Ann Beatty, Hull's Corners Methodist Cemetery, Cobourg.



Deed, John Davidson to Joseph Greer for \$12,000 in 1908. Courtesy of the Northumberland County Archives.

Cobourg Dairy Farm

Best place to get Pure Milk and
Cream. Delivered fresh every
morning to all parts of the town.

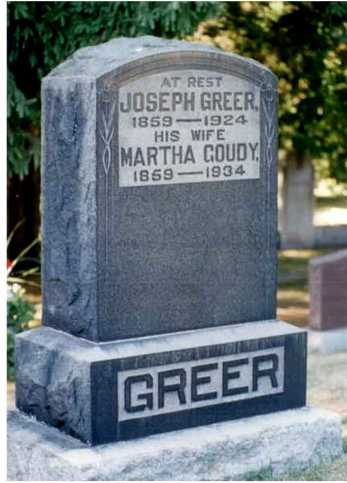
Jos. Greer & Sons

Phone 167—four rings. PROPRIETORS

Ad for Greer Dairy in the *Cobourg Congregational Cookbook*, 1909. Courtesy of the Toronto Public Library.

HAMILTON TOWNSHIP				
	Post Office	Con.	Lot	
Gray Regnld,	"	s	2 6	Hawkin
Green A W,	Cobourg	g	1 11	
Green Eliza,	"	f	a 11	Henderso
Green Jacob,	"	f	a 11	Henderso
Green John,	"	f	a 11	Hibbert
Green J W,	"	f	1 11	
Green Mary J,	"	f	a 11	Hickerson
Green Sarah D,	"	f	a 11	Hickerson
Greer Jos,	Cobourg	f	b 10	Hickerson
Greer O G,	"	s	a 10	Hickey A
Greer Merwin,	"	s	a 10	Hickey I
Greer W D,	"	s	a 10	Hie E P,
Grieve Jas,	"	1 f	5 17	Hie J I,
Grieve J W,	"	1 f	5 17	Hinman
Grieve K C, Cold Springs	s	5	17	Hogan M

Joseph Greer and sons in the 1916-17 *Vernon's Directory*.



Grave marker for Joseph and Martha Greer, Cobourg Union Cemetery.



William Greer, with his son Joseph Meredith Greer, June 1915. From Ancestry.ca.



Grave marker for William and Elizabeth Greer, as well as their youngest child Charles, who died in childhood. Cobourg Union Cemetery.



Wedding of Oscar and Ethel Greer, June 16, 1921. Albert and Nelly (Greer) Green on left, and Oscar and Ethel on right. Cobourg. Nelly Greer was a sibling to William, Oscar, and Merwin Greer. From Ancestry.ca.



Oscar Greer, with son Clifford, 1924, Cobourg. From Ancestry.ca.



Clifford Greer, R.C.A.F., c. 1942. From Ancestry.ca.



Grave of Clifford Greer, Stonefall Cemetery. Harrogate, North Yorkshire, England. Findagrave.com.



Grave marker for Oscar, Ethel, Thelma, and Clifford Greer. Cobourg Union Cemetery.



Fleda Greer and her children, approx. 1931–32. Fleda is sitting with Dorothy standing to her left, Ruth to her right, and Kenneth sitting beside her. Cobourg, ON. From Ancestry.ca.



Grave marker for Merwin and Fleda Greer. Cobourg Union Cemetery.



Merwin Greer Public School, 457 King St E, Cobourg. Kawartha Pine Ridge District School Board.



Meredith Greer, right, with his sister Muriel Eleanor Greer, c. 1919. From Ancestry.ca.



Meredith Greer in front of the house at 540 King St E. 1920. From Ancestry.ca.



Grave marker for Meredith and Evelyn Greer. Cobourg Union Cemetery.



Scan of photos of 540 King St. E. taken in August, 1983, photographed as part of LACAC's inventory of Cobourg's architecture. Note the structure that connects the silos to the barn, and the "milk house" wing extending from the southwest corner. Courtesy of the Northumberland County Archives.

6 – Exterior Photographs



South elevation



Round-cornered two-over-two sash window with flattened hood mould above



North wing and back door porch, east elevation



Ground-floor round-headed window with figured hood mould, keystone, and curlicues. East elevation. Note replacement chimney on right.



Quoining and the ground-floor bay window, south and east elevations



Paired round-headed windows over bay window with double hood-mould arches incorporating a herringbone brickwork inset, vergeboard fretwork and trusses in gable, and copper sheathing on roof of bay.



Detail of flattened-arch keystone design and rounded window



Second-floor dormer with two-over-two lancet window, hood mould, decorative vergeboard, and trusses.



Detail of hood moulds and decorative cornice brackets on the bay windows



West elevation



Note different decorative vergeboard pattern on back of house, rear wing, and drive shed



Drive shed, west elevation



Entrance to drive shed, south elevation



South doors of drive shed from inside



East wall of drive shed from inside



Drive shed, east elevation; stuccoed brick; fieldstone foundation



Drive shed, fieldstone foundation



North and east elevation



Carved wood rope mouldings, panelling, and plaster crown mouldings in the round-cornered bay window



Carved wooden inner front door casing and surround, including one-over-one round-headed side lights with etched glass.



With door closed.



Covered-over front door transom from the inside.



Carved newel post and spindles; curved banister and stairs



South elevation of barn



South elevation



South elevation. Note west end addition



South elevation. Cart doors on left, east end addition on right



Location of the great cart doors in the centre section, south elevation.



Note diamond-shaped openings (possibly “owl holes”) in the centre section of barn, as well as the common bond (also called “American bond”) brick pattern.



Door in east addition



East end addition



East end addition. Note the hay rack on the wall at right.



The "byre," where the dairy cattle were kept.



Double gutters in the byre for the “stable cleaner” manure-removal system



Mow, west end



East end of mow



Access ladder in mow



Roof hatch in north elevation



Upper section of the great cart doors, north elevation. Note mortise holes above the doors, which may indicate the beam has been re-used.



Diamond-shaped openings for light and ventilation



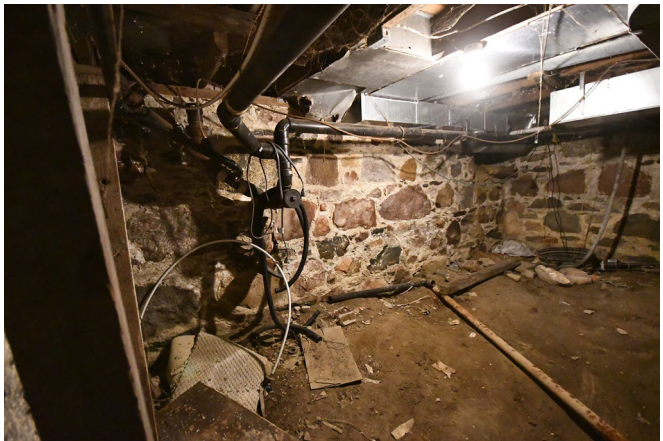
Looking east past the brick half-wall that may mark the east wall of the original barn, with the addition beyond



Looking toward the west end of the hay loft ("mow"), with silos beyond.

7 – Interior Photographs

House Crawlspace



House First Floor



FOTENN

540 KING STREET EAST, TOWN OF COBOURG



Prepared for:

**Sunnyside Village Inc.
6849 County Road #10
Port Hope, Ontario
L1A 3V5**

Prepared by:

FOTENN Planning
+ Design

**Fotenn Planning + Design
174 Spadina Avenue, Unit 301
Toronto, ON M5T 1X5
fotenn.com**

April 20, 2022

CONTENTS

- 1.0 540 King Street East, Town of Cobourg1
- 2.0 INTRODUCTION2
- 3.0 SURROUNDING AREA AND SITE CONTEXT.....3
- 4.0 PROPOSED DEVELOPMENT5
- 5.0 APPLICATIONS8
- 6.0 SUPPORTING STUDIES9
- 7.0 REVIEW OF POLICY DOCUMENTS 13
 - 6.1 The Provincial Policy Statement (2020)..... 13
 - 6.2 The Growth Plan for the Greater Golden Horseshoe (2020) 19
 - 6.3 Northumberland County Official Plan (2016)..... 21
 - 6.4 Town of Cobourg Official Plan (2018 Consolidation) 24
 - 6.5 Zoning By-law 85-2003 32

- Figure 1: Subject Property.....2
- Figure 2: Site Context.....4
- Figure 3: Site Plan7
- Figure 4: Town of Cobourg Official Plan – Schedule A – Land Use Plan25
- Figure 5: Town of Cobourg Official Plan – Schedule E - Road Network Plan28
- Figure 6: Town of Cobourg Zoning By-Law 85-200332

1.0 INTRODUCTION

Fotenn Planning + Design has been engaged by Sunnyside Village Inc. to prepare a Planning Justification Report for a Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium application to facilitate the redevelopment of their lands for a mixed-use redevelopment featuring residential, commercial, parks and open spaces. Our client's lands are municipally known as 540 King Street East in the Town of Cobourg and are located on the north side of King Street East, south of the Canadian National (CN) and Canadian Pacific Railway (CPR). The subject property has approximately 204 metres of frontage onto King Street East and has a total lot area of approximately 3.97 hectares (refer to Figure 1).

The subject property is currently zoned Rural Exception 3 (RU-3) Zone – Rural Estate Lots for 'Development Area C' under Zoning By-law 85-2003, as amended, and is designated Residential under the Town of Cobourg Official Plan (Consolidated 2018). A Zoning By-law Amendment application is required to implement the proposed development. The purpose of this report is to assess the appropriateness and planning merits of the applications required to facilitate the proposed development.



Figure 1: Subject Property

Fotenn submitted three preliminary concepts to the Town for their review and feedback as part of a pre-consultation process. Town staff provided detailed comments on the concepts on November 21, 2019, which were favourable to the proposed conservation of on-site heritage properties, the introduction of a private right-of-way, and the integration of a diverse housing mix.

The concept plan was revised accordingly to reflect the comments made by the Town and the proposed application implements the updated concept plan. In addition, the pre-consultation letter outlined the materials required for a complete application. In accordance with the Town's requirement the following supporting documents have been submitted to the Town as part of the application:

- 1) Planning Justification Report
- 2) Urban, Landscape & Sustainable Design Study
- 3) Architectural Development Concept Plan
- 4) Conceptual 3D Massing
- 5) Architectural Conceptual Elevations
- 6) Architectural Conceptual Perspectives
- 7) Draft Plan of Subdivision/Condominium
- 8) Functional Servicing Report (FSR)
- 9) Stormwater Management Report (SWM)
- 10) Tree Inventory, Assessment and Preservation Report
- 11) Traffic Impact Study
- 12) Cultural Heritage Impact Brief
- 13) Archaeological Resource Assessment
- 14) Environmental Impact Study
- 15) Noise and Vibration Impact Study
- 16) Topographical Survey
- 17) Geotechnical Investigation Report
- 18) Environmental Site Assessment Phase 1
- 19) Environmental Site Assessment Phase 2

2.0

SURROUNDING AREA AND SITE CONTEXT

The subject property is municipally known as 540 King Street East and is located in the Town of Cobourg, identified as an Urban Area within the County of Northumberland. The subject property is legally described as Part of Lot 10, Concession A (Geographic Township of Hamilton, Town of Cobourg, County of Northumberland). The property currently contains a two-storey dwelling and barn and silos, surrounded by associated agricultural land. A wetland is located in the north west corner of the property and is partially located within the unopened road allowance.

The surrounding area comprises of the following:

North: The Canadian Pacific & Canadian National Railway corridor and rural/agricultural land further north.

South: King Street East right-of-way (County Road 2) and a proposed commercial development which consists of three retail buildings, one which includes a drive-through.

West: An unopened road allowance for the future extension of Willmot Street north as an overpass to the railway corridor. Further west is the site of a recently approved residential development (East Village Phase 5) which includes an apartment block, 10-plex units, townhouses, semi-detached and detached homes.

East: An existing low-rise residential dwelling. There appears to be an environmental constraint that traverses the property along the eastern property line.

The subject property is serviced with community amenities including parks along the Lake Ontario shoreline, schools, commercial uses and transit (refer to Figure 2). A cluster of employment uses is located south of the subject property providing employment opportunities for nearby residents. The subject property is immediately accessible by public transit with the Cobourg Transit Route 1 bus stop located within 100 metres, providing access

to Downtown Cobourg, the Lake Ontario shoreline and residential communities to the west. Additionally, access to Cobourg Transit provides opportunities for residents to connect to regional transit including the VIA Rail from the Cobourg Train Station. The subject property is also within walking distance of recreational trails along the lake at Lucas Point Park and Fitzhugh Shores Park.

The subject property is located along the King Street East arterial road which provides access to Downtown Cobourg where there is a concentration of commercial, institutional and cultural uses. Further, there are two existing schools, Brookside Secondary School and Merwin Greer School, to the west that are approximately 1 km from the subject property.

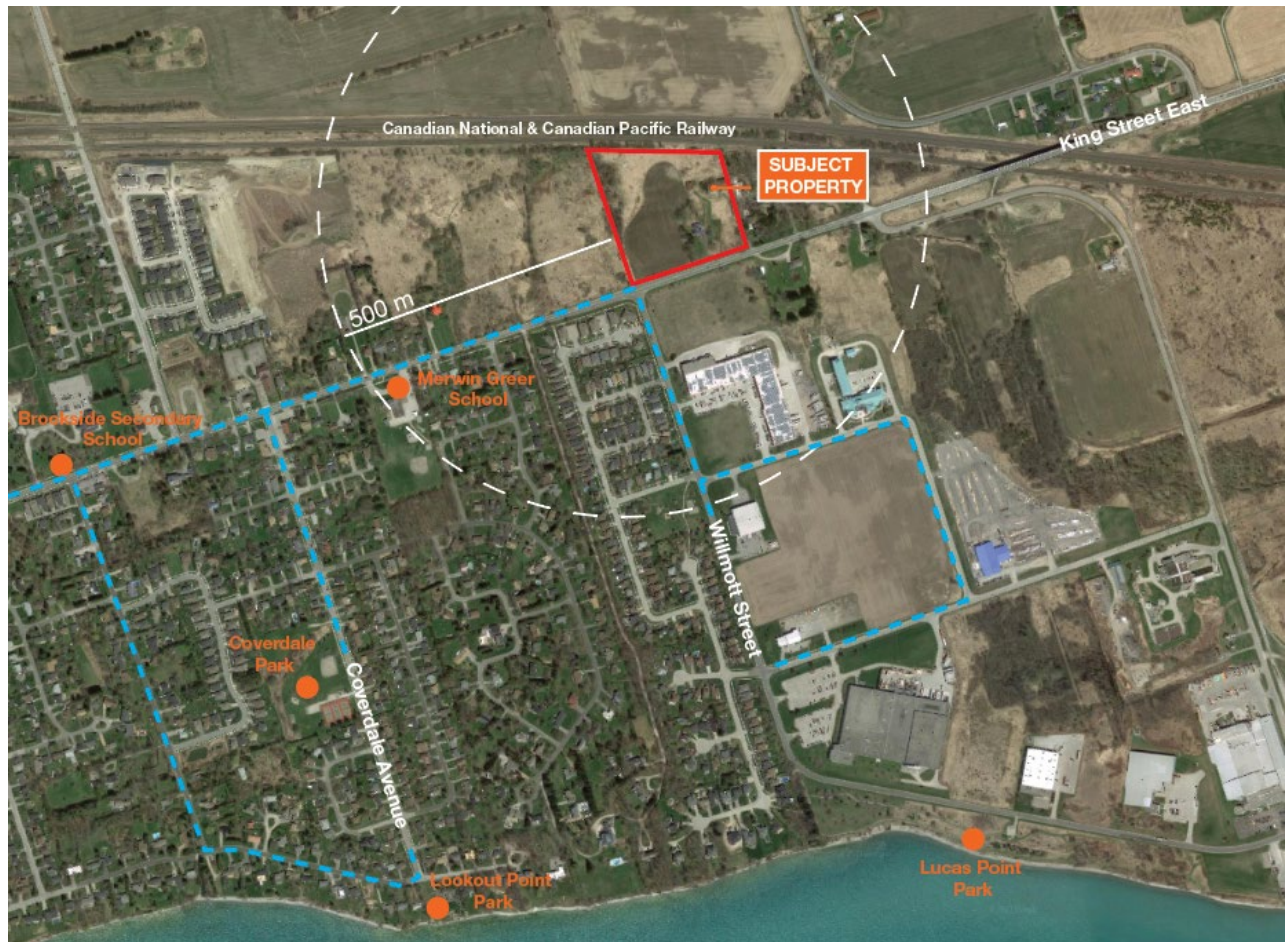


Figure 2: Site Context

3.0 PROPOSED DEVELOPMENT

The proposed development contemplates the subdivision of the 3.97 hectare site to provide 90 residential units including a retained residential farmhouse and barn. The proposal introduces a new residential community comprised of residential, mixed-use and open space uses. The retained barn will present a future opportunity to incorporate commercial community amenity uses.

Built Form

The proposed development includes 6 new single-detached units, 4 semi-detached units, 55 townhouse units (8 rear lane townhouses with attached garages, 17 rear lane townhouses with detached garages and 30 stacked townhouses), and 24 mixed-use units within five blocks organized by a looped internal common element private road.

The single-detached units are proposed to be 2 storeys in height, the semi-detached units are proposed to be 2 storeys in height, the townhouse units are proposed to be 2-3 storeys in height, the stacked units are proposed to be 4 storeys in height and the mixed-use units are proposed to be 3 storeys in height.

The proposed buildings are arranged with those of higher density and mixed uses oriented towards the primary frontage at King Street East and transitioning down towards the interior and rear. Behind the mixed-use buildings located along the property's south boundary, a row of stacked townhouses is proposed with their primary frontage oriented towards the internal common element road. Detached garages are accessed from a rear-access laneway. Within the central block bounded by the internal common element private road are a mix of single-detached, semi-detached and townhouse units. The single-detached and semi-detached units feature a combination of front and rear access garages, while the townhouses feature rear-access attached garages. Along the northern property line is a row of townhouse units with detached rear-access garages serving as a buffer between the townhouses, acoustic berm and railway line. A 30m buffer provides appropriate separation distance between the rail line and building edge of the rear townhouses.

Heritage

The former residential farmhouse, barn and associated silos are proposed to be retained and serve as a key focal point for the new neighbourhood, celebrating its rural heritage. The retained barn will be restored and presents opportunities to be adaptively reused as a commercial community amenity area, and the former residential farmhouse will be renovated for continued residential use. Potential opportunities to use the silos as canvas for public art are being considered. Both retained structures are located on separate blocks within the development which ensures its visual prominence throughout the community.

Environmental/Open Space

The north west portion of the site has limited development potential because of an identified wetland area and embankment reserved for a future road allowance for the anticipated northern extension of Willmott Street over the railway. This environmental constraint creates new opportunities to propose a naturalized restoration area and multi-use trail along the western edge of the subject lands. The open space provides for the protection of the environmental area and features a strong interface with the residential townhouses at the west portion of the site. Further, the landscaped amenity area provides appropriate separation of residential uses from the future road extension.

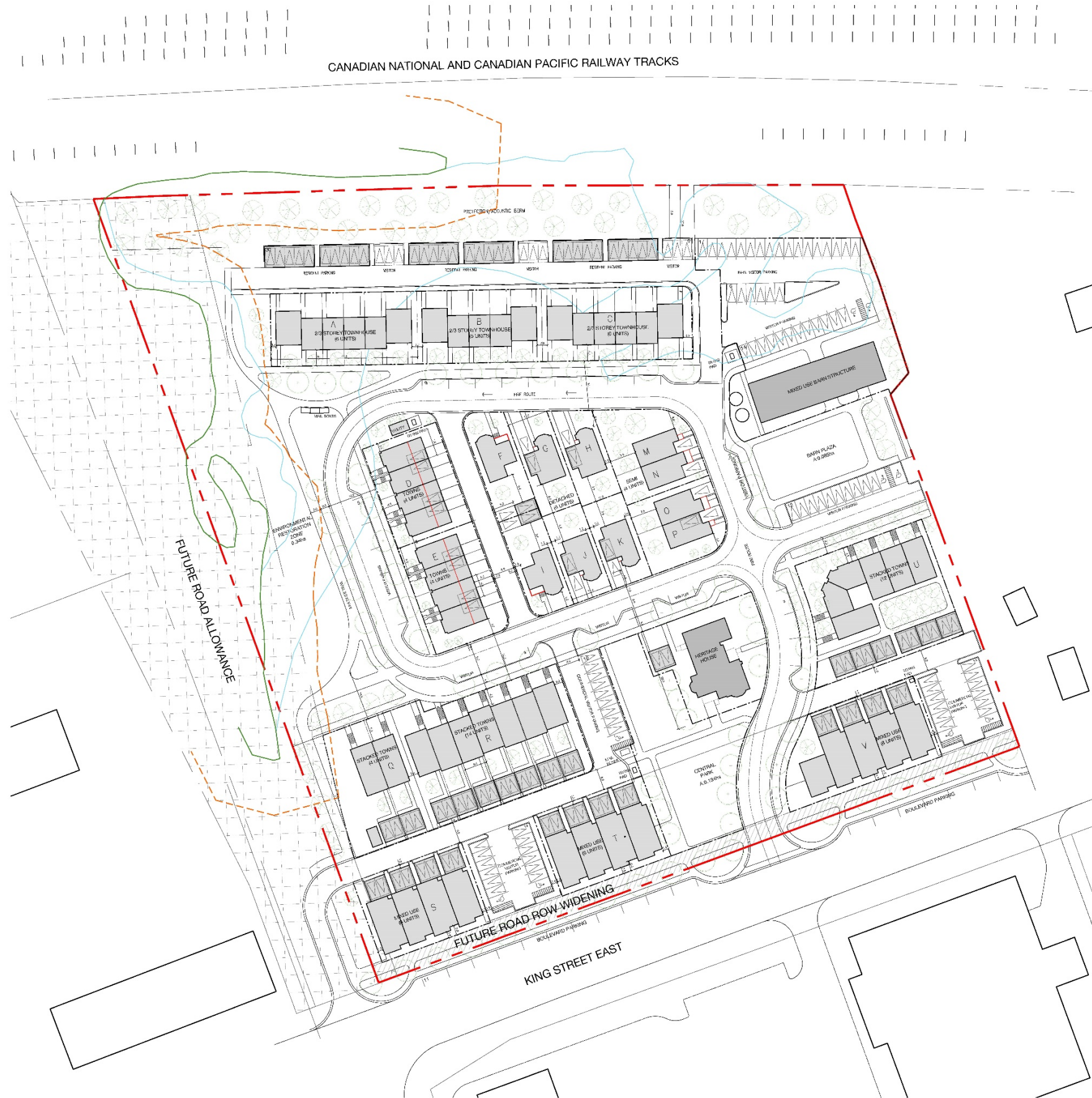
Additional parks and open spaces anchor various portions of the site. These include the Central Park sited around the retained former farmhouse which serves as the primary entrance gateway into the community. The design of the Central Park intends to conserve views to the retained residential farmhouse from King Street East. A parkette adjacent to the retained barn structure is envisioned to be used as a flexible space for community gatherings, programming and commercial uses. Opportunities for programming may include farmer's markets and community festivals. The barn parkette area offers additional space onto which future commercial community uses can expand during the warm weather months of the year.

Road network

The internal road network has been designed with a complete streets approach which prioritizes pedestrian safety and active transportation activities. Wide streets featuring a curved design, sidewalks, on street parking, painted sharrows (shared lane pavement markings), and multiple mid-block connections accommodating pedestrian, cycling and vehicular movement encouraging active transportation methods. On the east side of the internal road, an extension branches off towards the east property line, providing opportunities to connect to a future development on the abutting property. Street trees are proposed to be planted at regular intervals on the King Street East frontage which frames the north side of the street and creates an inviting appearance to the neighbourhood. Street trees are also proposed along the internal road system to create an inviting and green community. The internal road system establishes a well-connected network of streets with identifiable edges and a centre as a key element in the delivery of a compact community.

A small network of laneways connected to the internal road is proposed to provide access to residents' and commercial visitors parking needs.

122 parking spaces for residential uses are proposed throughout the subject lands. Three surface parking areas with a total of 38 parking spaces for commercial uses are proposed along the King Street East frontage and beside Central Park. 45 visitor parking spaces are proposed through on-street parking and alongside the resident parking at the rear townhouses. Finally, 49 visitor parking spaces are provided for the retained barn area at the north east portion of the site, thereby exceeding all required parking standards for the proposed development.



SITE INFORMATION

SITE AREA	
Total Site Area:	3.97he

PARKING RATES		REQUIRED
Residential (Detached, Semi-detached):	2.0 p/unit	
Residential (Townhouses):	1.0 p/unit	
Mixed-Use	1.0 p/unit	
Retail:	3 p/100m ² GFA	

SETBACKS		F.Y.	C.Y.	S.Y.	R.Y.
Detached	4.5m	2.4m	1.2m	7.5m	
Semi-Detached	4.5m	2.4m	1.2m	7.5m	
Townhouses	4.5m	2.4m	1.2m	-	
Mixed-Use	1.8m	1.8	0m	-	

DEVELOPMENT STATISTICS

RESIDENTIAL UNITS	
Detached:	7
Semi-Detached:	4
Townhouses:	55
Mixed-Use:	24
TOTAL:	90

PARKING		Required	Provided
Residential:	87	118	
Visitor:	22	33	
Commercial:	36	38	
Subtotal:	145	190	

Mixed Use Barn Structure:	49
Total:	239

OPEN SPACE	
Environmental Restoration Zone	0.255ha
Central Park	0.136ha
Barn Plaza	0.085ha

Sunnyside Village

540 King St, Cobourg

Concept Plan



LEGEND

- PROPERTY BOUNDARY
- ENVIRONMENTAL ZONE AND BUFFER
- FUTURE ROAD ROW WIDENING
- UNOPENED ROAD EMBANKMENT



No.	REVISION	DATE	BY
9	REVISED CONCEPT PLAN	2022.04.07	UMG
8	REVISED CONCEPT PLAN	2022.03.29	UMG
7	REVISED CONCEPT PLAN	2022.02.22	UMG
6	REVISED CONCEPT PLAN	2022.02.18	UMG
5	REVISED CONCEPT PLAN	2021.09.08	TK
4	PREFERRED CONCEPT PLAN	2021.06.18	TK
3	CONCEPT PLAN	2021.05.11	TK
2	CONCEPT PLAN	2021.04.23	TK
1	BASE PLAN	2021.04.07	TK

CLIENT
SUNNYSIDE VILLAGE INC.

FOTENN

Planning + Design

174 Spadina Avenue, Suite 304 Toronto, ON
616.789.4530 www.fotenn.com

DESIGNED	TK/UMG
REVIEWED	UM
DATE	2022.04.07

P1

Figure 3: Site Plan

4.0 APPLICATIONS

The applications required to facilitate the proposed development include:

- / Zoning By-law Amendment
- / Draft Plan of subdivision
- / Draft Plan of Condominium
- / Part Lot Control Application
- / Site Plan Control Application

Draft Plan of Subdivision: The Draft Plan of Subdivision will implement the intended block plan comprised of a total thirteen (13) blocks. The block plan features the following:

Block	Use	# of units
Block 1	Mixed-use	8
Block 2	Mixed-use	8
Block 3	Mixed-use	8
Block 4	Residential (Stacked Towns)	18
Block 5	Residential (Heritage)	1
Block 6	Residential (Stacked Towns)	12
Block 7	Residential (Single and Semi-detached)	10
Block 8	Residential (Towns)	8
Block 9	Residential (Towns)	17
Block 10	Mixed-Use Barn (Heritage)	N/A
Block 11	Embankment (Future road allowance)	N/A
Block 12	Future Road Widening	N/A
Block 13	Common Elements Area (road, commercial/visitors parking, parks)	N/A

Zoning By-law Amendment: The Zoning By-law Amendment has been prepared to implement the above noted Draft Plan of Subdivision. The amendment seeks to rezone the property under Zoning By-law 85-2003 from Rural Exception 3 – Rural Estate Lots for “Development Area C” to site-specific Neighbourhood Residential exception zone (NR2-xx), Neighbourhood Mixed Use exception zone (NMU-xx), Residential 4 exception zone (R4-xx), Environmental Constraint Zone (EC) and Open Space Zone (OS) to permit the proposed land uses and provide for appropriate performance standards to accommodate the proposed development.

A detailed zoning table that identifies the relief required for the proposed site-specific zoning is included in section 6.5 of this Planning Justification Report.

Draft Plan of Condominium: The Draft Plan of Condominium seeks to create two types of condominium tenure for the subject lands. The entire property shall be registered as a Common Elements Condominium comprised of shared elements including the private road, commercial visitors parking, central park, parkette, residential visitor parking, community mailbox areas, and the environmental restoration zone. The mixed-use buildings and stacked townhouse will be registered with a Standard Condominium which will be nested within the broader Common Elements Condominium to facilitate units which are vertically and horizontally separated. The subdivision plan will facilitate the creation of a condominium with parcels of tied land (POTL) for the detached, semi-detached, townhouse blocks and the mixed-use barn structure. The plan will also facilitate the creation of a condominium for the stacked townhouses and mixed-use buildings.

Part Lot Control Application: A future Part Lot Control application will be submitted to create the individual parcels of tied land (POTL) to facilitate the townhouse, single-detached and semi-detached buildings.

Site Plan Application: A Site Plan application will be required and will be submitted at a later date.

5.0 SUPPORTING STUDIES

In addition to this Planning Justification Report, the following materials are being submitted in support of the Zoning By-law Amendment application. The findings are summarized below:

Geotechnical Investigation Report:

The Geotechnical Investigation Report prepared by GHD dated April 7, 2022 found that the site is generally covered with topsoil that is underlain by deposits of silty sand and then native glacial till. The assessment finds that there will not be significant constraints for the proposed residential development from the seasonal variations of groundwater as the water can be handled with appropriate engineering techniques. The report finds that it is expected that groundwater will generally be below the depth of the future development, although seepage may be encountered in deeper excavations or foundations. Seepage is expected to be seasonal in nature. If short-term pumping of groundwater at volumes greater than 50,000 L/day and less than 400,000L/day is required during the construction stage, the EASR must be completed. In summary, the proposed mixed-use development is suitable from both a hydrogeologic and geotechnical perspective.

Further, the report states that minor impacts are expected to groundwater and surface water as a result of the future development provided that appropriate planning such as the incorporation of LIDs), mitigation measures and proper construction techniques are considered.

The report concludes that from a geotechnical perspective, the site is suitable for construction of the proposed development including up to four-storey buildings, associated servicing, paved access roads and parking.

Phase 1 Environmental Site Assessment:

The Phase 1 Environmental Site Assessment (ESA) prepared by GHD dated April 23, 2020 identified potentially contaminating activities (PCAs) within the Phase 1 Study Area, which in GHD's opinion has resulted in areas of potential environmental concern (APECs) on the property. The PCAs within the Phase 1 Study Area were identified for an adjacent active rail line and manufacturing operations, but not on the property itself. The assessment recommends that further environmental investigation in the form of a Phase 2 Environmental Site Assessment is warranted to investigate the risks of impact of the identified APECs to the property.

Phase 2 Environmental Site Assessment:

The Phase 2 ESA was prepared by GHD dated May 24, 2020 based on the results of the Phase 1 ESA. The Phase 2 ESA investigated the subsurface through advancing 10 boreholes to collect soil and groundwater samples. Monitoring wells were installed in three (3) of the boreholes. The field investigations conducted as part of Phase 2 concluded that all soil tested from the Property meets the MECP Table 2 Standards for residential property use for the parameters tested. Further, groundwater tested from the property meets the MECP Table 2 Standards for all property use for the parameters tested.

The report concludes that based on the observations, it is their opinion that there is a low level of concern at the property from an environmental perspective and is suitable for the proposed residential development. The report stated that no further environmental evaluation is required at this time.

Cultural Heritage Impact Assessment:

The Heritage Impact Assessment (HIA) prepared by Martindale Planning Services dated April 5, 2022 addresses the impact of the proposed development on recognized on-site heritage resources. The property at 540 King Street East is Listed on the Town of Cobourg Heritage Register of Properties of Cultural Heritage Value and Interest (Not Designated). The HIA states that the existing residential farmhouse includes some historical elements which

should be preserved. The barn structure is in fair condition and requires extensive refurbishment to be able to be used as an occupiable space, including restoration of the exterior brick walls and replacement of the roof between the silos and barns. The HIA states that the variety of new residential buildings proposed for the site preserve the heritage elements of the original home and barn and is a positive example of redevelopment within the Town of Cobourg. Further, the HIA states that the proposed residential buildings are appropriately situated around the heritage buildings and will not adversely impact the heritage significance of the on-site resource. The HIA makes the following recommendations:

- The subject property be designated under Part IV of the Ontario Heritage Act for its cultural heritage significance;
- A Conservation Plan outlining the manner in which the dwelling and barn are to be rehabilitated without losing their key heritage attributes be prepared;
- A suitable plaque be installed in front of the retained buildings.

Noise and Vibration Study:

A Noise and Vibration Study was prepared by Pinchin Ltd., dated February 28, 2022 for the proposed residential development which assessed the noise and vibration impacts of road and rail traffic activity. The vibration measurement results show that the vibration impact is within the acceptable range as outlined in the FCM/RAC, CP/CN publications. Vibration mitigation measures such as special vibration isolation foundations are therefore not required as part of the proposed development. Further, the feasibility study reviewed the potential noise impacts of nearby stationary sources on the proposed project and the proposed project on the existing community. The noise impacts were found to be within acceptable limits as defined in MECP Publication MPC 300.

With regards to road and rail traffic noise impacts on the proposed development, the report outlines applicable noise control measures so that the MECP road and rail noise guidelines can be met at affected facades and outdoor locations. For the barn parkette area, an acoustic barrier is recommended at the east property line. While sound levels may still exceed the applicable daytime limit, the location of the barrier was selected to maximize public enjoyment of the barn parkette open space, aligned with CPTED principles and promote overall good place-making. For the Central Park area, while an acoustic barrier can mitigate the identified road traffic noise, it is not recommended to be erected in order to preserve the cultural heritage value of the retained residential farmhouse which requires an unobstructed view through the Central Park.

Functional Servicing Report

A Functional Servicing Report dated March 2022 was prepared by D.M. Wills to determine the feasibility of the proposed development with respect to sanitary and water servicing of the subject lands. The report concludes that the requirements of site servicing are met in accordance with municipal and provincial guidelines. The report indicates that the site can be serviced as follows:

- Storm sewers for the minor storms will convey flows on-site in conjunction with D.M. Wills' Preliminary Stormwater Management Design and discharge to municipal infrastructure in the King Street right-of-way.
- Sanitary servicing will be provided through a connection to the 375mm diameter trunk main in Willmott Street.
- Water Servicing will be provided through a connection to the 300mm diameter water main stub at King and Willmott Street and will include on-site looping.

Stormwater Management Report

A Preliminary Stormwater Management Plan and Report was prepared by D.M. Wills, dated February 2022, to evaluate the impact of the proposed development on stormwater runoff. As the proposed site development will

alter existing drainage patterns, a preliminary stormwater management plan was developed that permits the development to proceed without adverse impacts to the receiving drainage systems.

The report outlined a combination of low impact development considerations and stormwater quality controls to achieve “Enhanced” Level 1 protection as defined in the Stormwater Management Planning and Design Manual. The stormwater quality control measures are required as part of the development to ensure the receiving drainage system will not be adversely affected. These control measures will be provided by a combination of low-impact development features and oil-grit separator structures.

Environmental Impact Study

A Scoped Environmental Impact Study (EIS) was prepared by Pinchin Ltd., dated March 29, 2022, for the subject property. The report was prepared to: identify natural heritage features present on or immediately adjacent to the Site and characterize their ecological functions, evaluate the environmental effects of the development proposal that might reasonably be expected to have an impact on the natural features, and provide recommendations of mitigation measures to avoid or minimize the potential impacts.

The EIS report identified direct and indirect impacts on the natural environment as a result of the proposed development. To mitigate or avoid these impacts, the report identifies mitigation measures and recommendations to be implemented prior to the commencement of onsite development work such as exclusion fencing to sensitive natural features and setbacks from the wetland areas. The EIS provides further detailed recommendations as they relate to tree vegetation removal, erosion and sediment control, wildlife and species at risk encounter protocol and restoration and enhancement.

The report concludes that the ecological functions of the adjacent natural features can be preserved and the natural landscape will be enhanced through appropriate implementation of the proposed environmental plan and proposed Restoration Plan.

Archaeological Resource Assessment

A Stage 1 Archaeological Resource Assessment was prepared by Earthworks Archaeological Services, dated March 16, 2022 for the proposed development identified features indicating archaeological potential. The location of the site adjacent to King Street East, which historical maps suggest functioned as a historic transportation route, location of the site adjacent to the historic Grand Trunk Railway, location of a historic structure on site, and location of the study area within 97m of an unnamed creek, were identified as features with potential archaeological potential through the background investigation.

As a result of the identification of these features, the assessment determined that the study area contains archaeological potential and a Stage 2 archaeological assessment is recommended.

Urban, Landscape & Sustainable Design Study

The Urban, Landscape & Sustainable Design Study prepared by Fotenn Planning & Design, dated April 2022 evaluates the proposed development against the relevant municipal urban design framework, as well as the One Planet Living framework. One Planet Living is a sustainability framework which can be applied as best practices for community master planning.

The Design Study outlines how the proposed development meets provincial policy objectives of building complete neighbourhoods. Further, the Study outlines how the proposal is aligned with the community design policies of Section 5 of the Official Plan. Utilizing the One Planet Living Principles, the Study demonstrates that the new development will offer a compact and accessible new development that creates varied living opportunities. The Study finds that the proposal respects the site’s cultural heritage and accommodates active transportation through

the well-connected network of streets and trails. The proposed parks, public spaces and naturalized areas prioritizes and celebrates ecological functionality and sustainability.

Draft Plan of Subdivision/Condominium

The M-Plan was prepared by DFP Surveyors dated April 2022. It is proposed to register a plan of subdivision to create 13 blocks to accommodate 90 residential units, common elements areas, mixed-use barn structure, a future road widening at King Street East, and embankment area for the future road allowance for the extension of Willmott Street.

Tree Inventory, Assessment and Preservation Report

The Tree Inventory, Assessment and Preservation (TIPP) Report dated March 2022 prepared by Pinchin Ltd., provided an inventory of all existing trees equal to or greater than 30cm diameter at breast height on and within 6m of the site, as well as protection recommendations for retainable trees. The report indicates that all trees on the subject site are to be removed other than a few in the area proposed to be preserved as a wetland.

The TIPP drawing identifies trees within the Central Park area with the potential to be conserved. The trees in this area may be retained or removed pending further details of the stormwater management strategy which shall be explored during the Site Plan phase.

Traffic Impact Study

A Traffic Impact Study was prepared by BA Group, dated March 2022 for the proposed development which provided an assessment of traffic operations in the study area. The report indicates that King Street East currently has 400 and 475 two-way vehicles/hour in front of the site during AM/PM peak hours, respectively, and that anticipated site traffic is estimated to be 50 and 55 two-way vehicle trips during the AM/PM peak hours, respectively.

Further, the report findings indicated the following driveway operations in the surrounding intersections:

- a. Maplewood Boulevard / King Street East is expected to experience a Level of Service (LOS) of E or better during all peak hours.
- b. Willmott / King Street East is expected to experience a Level of Service (LOS) of C or better during all peak hours.
- c. Site Entrance / King Street East is expected to experience a Level of Service (LOS) of C or better during all peak hours.

The Traffic Impact Study concludes that the proposed development can be reasonably accommodated within the Town's existing and future road network.

6.0 REVIEW OF POLICY DOCUMENTS

6.1 The Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”), 2020, provides policy direction on matters of provincial interest related to land use planning and development to enhance the quality of life for all Ontarians. The PPS also provides guidance with respect to building strong communities through the efficient use of land and resources while protecting the quality of the natural environment and public health and safety. The *Planning Act* requires that all decisions affecting land use planning matters to be consistent with the policy statements issued under the *Act*. This section provides a discussion of the relevant policies in the PPS (2020) applicable to the proposed development.

Section 1 of the PPS provides direction on building strong healthy communities. Section 1.1.1 of the PPS contains policies relating to the sustainability of healthy, livable and safe communities, and states:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) 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 costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.”*

The proposed development promotes an efficient form of development and land use pattern within the Urban Settlement Area Boundary, adjacent to existing developments. The redevelopment of an underutilized parcel of land into a new neighbourhood efficiently utilizes existing municipal services (waste and wastewater) along King Street East while minimizing servicing costs. The proposed development introduces a wide range of housing forms ranging from single and semi-detached houses, townhouses and stacked townhouses, as well as new parks and open spaces which aim to meet the Town’s long-term needs. The proposed development is in close proximity to existing community uses such as schools and trails along the Lake Ontario shoreline. Finally, the proposed development promotes development and land use patterns that conserve biodiversity through the protection and enhancement of the wetland feature in the west portion of the subject property, which is adjacent to a proposed multi-use trail.

The PPS also states:

“1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.”

The proposed development assists in providing residential intensification within the Town of Cobourg’s Built Boundary of the Urban Settlement Area Boundary as identified on Schedule A of the Official Plan, which is consistent with the PPS. The proposed development creates a new compact neighbourhood which contributes to the existing housing stock within the settlement area and assists in meeting the projected needs of the community.

The subject property is located within the Built boundary of the Town of Cobourg’s Urban Settlement Area. Section 1.1.3 of the PPS states:

“1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas 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, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

1.1.3.3 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.”

The proposed development provides for growth and development within the Urban Settlement Area which is consistent with the PPS. The proposed new neighbourhood provides for a cost-effective pattern of development through the compact redevelopment of an underutilized parcel of land. The proposed development will make use of existing municipal services (water and wastewater) along King Street East as well as existing public service facilities including schools and recreational trails. The proposed development assists in promoting active transportation through introducing a multi-use trail and cycling infrastructure such as painted sharrows. The pedestrian-oriented design of the internal road network and proposed mixed-use buildings along the King Street East frontage further support a pedestrian-friendly environment. Additionally, the proposed development is located

within 100 metres of a bus transit stop for Route 1 on the Cobourg Transit, which reflects transit-supportive development.

The proposed development is an example of intensification which takes into account the emerging patterns of development in the surrounding area. West of the subject lands is the site of an approved development for East Village (Phase 5), a new residential community which will consist of an apartment block, multiplex units, townhouses, semi-detached and detached homes. The proposed development is in keeping with the emerging pattern of compact development which optimize existing infrastructure.

The PPS also states:

“1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

The proposed development is located in the Built Boundary of the Urban Settlement Area Boundary. The proposed development promotes an efficient development and land use pattern by providing for the redevelopment of an underutilized parcel of land with a more compact form adjacent to areas with emerging development. The development also makes efficient use of existing infrastructure through proposing intensification along the King Street East arterial road.

Section 1.3 of the PPS provides direction related to employment, and states:

*“1.3.1 Planning authorities shall promote economic development and competitiveness by:
d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.”*

The proposed development contributes to the Town’s economic development through the introduction of compact mixed uses along the King Street East frontage, supporting liveable and resilient communities within the Town.

Section 1.4 of the PPS provides direction on the appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents, and states:

“1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- 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, and redevelopment in accordance with policy 1.1.3.3;
- 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; and
- e) requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The proposed development contributes a wide range of housing options and densities including single-detached houses, semi-detached houses, townhouses, stacked townhouses and mixed-use buildings, which appropriately facilitate residential intensification to assist in meeting projected regional housing needs for current and future residents. Further, the proposed development represents an appropriate form of residential intensification within the Town of Cobourg’s Urban Settlement Area, through making efficient use of existing infrastructure and public facilities such as the existing Cobourg Transit bus route, schools, churches and surrounding commercial services.

Section 1.5 provides direction on Public Spaces, Recreation, Parks, Trails and Open Space, and states:

“1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.”*

The proposed development promotes healthy and active communities through the introduction of three new parks and open spaces integrated throughout the proposed community. At the west portion of the property, the proposed restoration area with multi-use trail and preservation of the wetland feature provides recreational opportunities and a landscaped amenity area next to naturalized areas for residents. Additional parks and open spaces are proposed within the subject lands such as the parkette adjacent to the retained barn structure, as well as the Central Park which surrounds the former residential farmhouse, which together foster social interaction within the community. Finally, the new community is arranged around a looped internal private road network that contains sidewalks and a wider cross section which facilitates active transportation among residents and the wider community.

Section 1.6 provides provincial direction on Infrastructure and Public Service Facilities. The PPS states:

“1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services,

intensification with redevelopment shall be promoted wherever feasible to optimize the use of the services.”

The subject property is located within the Built Boundary of the Urban Settlement Area, which contains existing piped water and sewer services. Given the compact nature of the proposed development and the location of existing municipal services (waste and wastewater) along King Street East, the proposed development can be adequately serviced by existing infrastructure, minimizing the servicing costs and supporting the protection of the environment. The Functional Servicing Report prepared by D.M. Wills demonstrates that the proposed development will be serviced by water and sanitary services and municipal storm sewers that are currently available in close proximity to the subject lands. As such, the redevelopment optimizes the use of existing municipal infrastructure.

Section 1.7 provides direction on the province’s long-term economic prosperity, and states:

“1.7.1 Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes”

The proposed mixed-use buildings which front King Street East contribute to the Town’s supply of housing options and appropriately responds to market-based needs. The provision of these mixed-use spaces appropriately supports the province’s vision for long-term economic prosperity. Further, the retention of the former residential heritage farmhouse building and adaptive reuse of the barn structure into a future commercial community amenity area represents thoughtful integration of the Town’s rural heritage and cultural planning. Its location within separate blocks surrounded by a public open space allows the structures to serve as key focal points, encouraging a sense of place within the development.

Section 1.8 provides direction on energy conservation, air quality and climate change, and states:

“1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion”

The proposed development intensifies an area serviced by public transportation. The site’s close proximity to the Route 1 bus transit stop for Cobourg Transit optimizes investments in existing transit infrastructure, and supports the PPS’ direction for energy conservation, improved air quality and reduced greenhouse gas emissions through opportunities to shorten commute journeys and decrease transportation congestion. Further, the retained barn structure presents future opportunities for a commercial community amenity area.

Section 2 of the PPS provides direction on the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources. Section 2.1.1 provides direction on the protection of natural features and areas, and states:

“2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.”

The proposed development provides for the protection and enhancement of the natural environment through the preservation of the wetland features in the north west portion of the site. A proposed Restoration Area with an approximately 15m buffer has been applied to the natural feature in accordance with the policies. The proposed Restoration Area is intended to be an environmental regeneration area which re-establishes environmental functions and offer intrinsic value to the community. A multi-use trail is proposed along the edge of the natural area to recognize the importance of linkages with the surrounding natural features in the area. Further, the subject site is adjacent to an Environmental Constraint Area to the east of the property.

The Environmental Impact Study by Pinchin Ltd. states that implementation of the environmental plans and proposed Restoration Area prior to and during construction of the site will preserve the ecological functions of the adjacent natural features.

Section 2.6 provides direction related to Cultural Heritage and Archaeology, and states:

“2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

The proposed development contains a property listed on the Town of Cobourg Heritage Register of Properties of Cultural Heritage Value and Interest (Not Designated). The proposed development retains the former residential farmhouse building, barn structure and silos, and integrates them as a key focal point within the new community. The Heritage Impact Assessment (HIA) prepared by Martindale Planning dated April 5, 2022, provides an evaluation of the heritage resource and recommends the designation of 540 King Street East under Part IV of the Ontario Heritage Act. The HIA states that the proposed residential units will not overwhelm the retained heritage structures, and as such, the proposed development concept will not adversely impact the heritage significance of the property.

Given the above policies, the proposed Zoning By-law Amendment application required to implement the proposed development is consistent with the policies of the PPS.

6.2 The Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2020), hereafter referred to as “the Growth Plan”, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan, builds on the Provincial Policy Statement (PPS) to provide a long-term land use planning framework for where and how the region and its municipalities will grow. The Growth Plan encourages the creation of complete community that supports economic prosperity, protects the environment, and helps achieve a high quality of life. The subject lands are located outside of the boundaries of the Greenbelt area, Oak Ridges Moraine Area, and Niagara Escarpment Plan area.

The Growth Plan states in Section 2.2.1.2:

“Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- b) growth will be limited in settlement areas that:

 - i) are rural settlements;*
 - ii) are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii) are in the Greenbelt Area;**
- c) within settlement areas, growth will be focused in:

 - i) delineated built-up areas;*
 - ii) strategic growth areas;*
 - iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv) iv. areas with existing or planned public service facilities;**
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands; and*
- f) the establishment of new settlement areas is prohibited.”*

The Growth Plan directs that the majority of growth shall occur within settlement areas and particularly within delineated built-up areas. The subject lands are located within the Built Boundary of the Town’s Urban Settlement Area. The proposal is representative of a compact development that develops an underutilized parcel of land, making efficient use of existing services. The development of residential, mixed-use and community uses together assists in creating a complete community where residents can live, work and play in a transit-supportive neighbourhood.

Section 2.2.2 of the Growth Plan contains policies related to the delineated built up-areas and states:

“2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintaining or improving upon the minimum intensification target contained in the upper- or single-tier official plan.*

2.2.2.2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.”

The proposed development is within the Town’s built boundary and will assist in achieving the intensification target as outlined in the County of Northumberland Official Plan.

Section 2.2.6 of the Growth Plan provides direction on housing and the creation of complete communities, and states:

“2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support 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:

 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;**

2.2.6.3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.”

The proposed development intensifies an underutilized parcel of land, providing a diverse range and mix of housing options including single-detached, semi-detached, townhouses, stacked townhouses and mixed uses of various unit sizes which contribute to meeting the projected needs of current and future residents of the Town of Cobourg. Service capacity exists in the municipal infrastructure services to support the intensification of the subject property.

Section 3.2.2 of the Growth Plan contains policies related to Transportation, and states:

“3.2.2 In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.”

The proposed development establishes a new interior private street network which features a curved design and facilitates a pedestrian-friendly environment. Additionally, the new interior street network supports a complete streets approach by introducing design standards such as painted sharrows, planted boulevards and on-street parking to facilitate active transportation and traffic calming.

Section 3.2.7 of the Growth Plan contains policies related to Stormwater Management, and states:

“3.2.7.2 Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;*
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*

- d) *aligns with the stormwater management master plan or equivalent for the settlement area, where applicable.*”

The preliminary stormwater management plan by D.M. Wills was prepared to address impacts of the proposed development to existing drainage patterns. The report identified low impact development considerations and stormwater quality controls such as oil-grit separator structures as ways to mitigate increased stormwater flows. The report also identified underground chamber storage as stormwater quantity control measures and ensured that overall peak flows in catchments will be controlled.

Section 4.2.5 contains policies related to Public Open Space, and states:

“4.2.5.1 Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:

- a) clearly demarcates where public access is and is not permitted;*
- b) is based on a coordinated approach to trail planning and development; and*
- c) is based on good land stewardship practices for public and private lands.*

4.2.5.2 Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.”

The proposed development is located within the Urban Settlement Area and introduces several public open space areas throughout the development site. A Central Park marking the primary entrance to the new neighbourhood is proposed adjacent to the retained former residential farmhouse building and a parkette is proposed adjacent to the retained barn. Further, a restoration area is proposed at the west portion of the subject lands which contains a multi-use trail adjacent to the preserved and enhanced wetland natural feature. Together, these new parks and open spaces represent good land stewardship practices for private lands.

Section 4.2.7 contains policies related to Cultural Heritage Resources, and states:

“4.2.7.1 Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.”

The development proposes the retention of the listed heritage properties which include the former residential farmhouse, barn structure and associated silos. The residential farmhouse is proposed to be restored for residential use and the barn structure will be restored and adaptively reused as a commercial community amenity to locals, thereby fostering a sense of place and benefiting the larger community. The conservation and proposed adaptive reuse of the recognized heritage properties will help integrate the new development within the wider Town, as well as increase opportunities for the public to interact with these historic sites.

Based on the discussion above, it is our opinion that the proposed development is consistent with the applicable policies of the Growth Plan for the Greater Golden Horseshoe.

6.3 Northumberland County Official Plan (2016)

The Northumberland County Official Plan establishes land use categories and policies to manage growth and protect resources within the County until the year 2034. The County Official Plan primarily deals with issues of growth management and economic development and is intended to be consistent with the provincial planning framework. The purpose of the County Official Plan is to provide a basis for managing growth and change that support the County’s unique character, diversity, civic identity, urban and rural lifestyles, and natural and cultural heritage. The subject property is designated Urban Area (Schedule A) within the built boundary, and fronts onto King Street East which is identified as a County Arterial Road and County Cycling Network (Schedule C).

Cobourg is anticipated to see significant population growth based on the region's growth forecast. Section B2 states that a minimum of 80% of the expected population and employment in the planning period is expected to occur in the six Urban Areas, one being Cobourg. The regional growth forecast anticipates that Cobourg's Urban Area will absorb 48.4% of the regional share of the population growth to the year 2041.

Section C contains policies for the five land use designations within the regional Official Plan. The County encourages each of the six Urban Areas to become complete communities where there is a strong live/work ratio, a range of housing types, community and social services, cultural and recreational opportunities, and a population level and density that supports the provision of public transit. The proposed development meets these policy goals of building complete communities through the introduction of a mixed-use community which features a range of housing options, an adaptively reused cultural barn, and recreational opportunities within the new parks and open space areas. The proposed live-work spaces along the King Street East frontage further promotes the establishment of a complete community through offering places of residence and employment, while contributing to the Town's overall economic productivity.

Section C1.2 contains general land use objectives for Urban Areas. Within residential areas of the Urban Areas, the OP states the following general land use objectives:

"C1.2.1 It is the objective of this Plan 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."*

The design of the proposed new neighbourhood demonstrates a compact form of development that is in keeping with the emerging patterns growth seen west of the site. Given the significant share of the region's population growth that Cobourg is anticipated to absorb in the next two decades, this form of residential intensification is appropriate for the subject lands. The retention and adaptive reuse of the heritage structures contribute to enhancing the town's existing rural identity. The diverse range of housing types contribute to the region's housing stock and the new development demonstrates optimized use of the existing infrastructure. Further, the proposed street network and built form represents a high standard of urban design that encourages active transportation. As such, the proposed development meets the objectives of the Official Plan with regard to residential areas within Urban Areas.

Section C1.2.4 of the County OP provides direction on the establishment of a system of public open spaces, parkland and recreational facilities that meets the needs of present and future residents. The OP encourages the development of a walking and cycling trail system within the open space system that is accessible to the public utilizing trails, paths, streets and other public open spaces. The proposed development introduces a restoration area to the west portion of the subject property with a multi-use trail and landscaped amenity area in the form of

a restoration area which encourages recreational activities and active transportation among present and future residents. Additional open spaces are woven throughout the site including the proposed Central Park and parkette adjacent to the retained heritage structures which complement the retained barn structure. These public amenities are proposed to integrate the area's natural heritage features such as hedgerows and wooded areas, thus meeting objectives of the Official Plan with regard to open space areas within Urban Areas.

Section C1.4 states that a full range of uses is permitted within Urban Areas in accordance with Local Official Plan policies and land use designations. Section C1.5 contains policies as they relate to Housing. The County encourages the provision of an appropriate range of housing types and densities, the achievement of residential intensification through encouraging mixed-use development opportunities, an appropriate range of housing types and densities. The policies of the OP states:

“C1.5.2 The County supports:

- a) Residential intensification and redevelopment within urban areas and rural settlement areas, where an appropriate level of infrastructure and public service facilities are or will be available in the immediate future and subject to the policies of this Plan”*

The proposed development appropriately meets the County's policy goals as they relate to regional housing needs through introducing a range of housing types within compact blocks in an area which is well-served with municipal infrastructure and public service facilities.

Section D3 contains policies as they relate to Cultural Heritage Resources. The County encourages the conservation of heritage buildings, cultural heritage landscapes and archaeological resources that are under municipal ownership and/or stewardship. The policies of the OP states:

“D3.5 Implementation

- a) Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- c) The County will require a heritage impact assessment to be conducted by a qualified professional whenever a development has the potential to affect a cultural heritage resource, whether it is located on the same property or on adjacent lands.*
- d) A heritage impact assessment should outline the context of the proposal, any potential impacts the proposal may have on the heritage resource, and any mitigative measures required to avoid or lessen negative impact on the heritage resource.*
- g) Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”*

The proposed development contains a significant built heritage resource that has been recognized by the Town of Cobourg as a Listed property on the Heritage Register of Properties of Cultural Heritage Value and Interest (Not Designated). The proposed development retains the former residential farmhouse building, barn structure and silos, and integrates them as a key focal point within the new community. The Heritage Impact Assessment (HIA) prepared by Martindale Planning provides an evaluation of the heritage resource and recommends the designation of 540 King Street East under Part IV of the Ontario Heritage Act. The HIA states that the proposed residential units will not overwhelm the retained heritage structures, and as such, the proposed development concept will not adversely impact the heritage significance of the property.

Section E contains general development policies that are to be considered with every application to develop land within the County through subdivision, condominium and consent to sever processes.

Section E2.2 contains policies as they relate to the Road Network. The subject property fronts onto King Street East, which is classified as a County Arterial Road. The OP states that County Arterial Roads connect urban areas and rural settlement areas and the Highway system. According to the general design guidelines, these roads can

have a right-of-way width up to 36.5 metres, discourage the use of private driveways, and have 2-4 travel lanes. The OP states:

“E2.2.2 Right-of-way Widths and Road Widening

b) The County may, without the need for an amendment to the Official Plan, require the dedication of lands to be used for daylight triangles, to provide sufficient sight distances and turning lanes to provide safe and appropriate access where major traffic generators intersect.

c) Where additional land is required for intersection improvements, such land shall be dedicated wherever possible, in the course of approving plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan.

d) As a condition of a development approval, land for road widenings shall be conveyed at no expense to the County or the local municipality in accordance with the provisions of the Planning Act. As a general principle, required road widenings will be taken equally from both sides of the right-of-way.

E2.2.3 County Road Design Standards

a) The County of Northumberland Public Works Department is responsible for County Roads located in the County. New development that requires access to or fronts on a County Road must satisfy all requirements of the Public Works and Planning Departments.

b) Development adjacent to or impacting on County Roads is subject to the County Roads Policies and entrance standards. In addition, setbacks from County Roads, unless stated elsewhere in a County By-law passed under the Municipal Act, will be in accordance with the Ministry of Transportation Corridor Control and Permit Procedures Manual.

E2.2.4 Pedestrian and Cycling Routes and Facilities

a) The County cycling network is shown on Schedule C to this Plan. Local municipalities in conjunction with the County are encouraged to develop interconnected systems of cycling and walking routes providing access to major activity and employment areas and to future public transit.

To accommodate future road widening at King Street East, a land conveyance has been accommodated for in the proposed development at the southern boundary.

Based on the above discussion, it is our opinion that the proposed development is in conformity to the County of Northumberland Official Plan. As such, an amendment to the Northumberland County Official Plan is not required to facilitate development of the subject property.

6.4 Town of Cobourg Official Plan (2018 Consolidation)

The Town of Cobourg Official Plan (“OP”) (2018 Consolidation) establishes a framework for the future planning of the community. The subject property is located within the Built Boundary and designated Residential Area, as per Schedule A – Land Use Plan (refer to Figure 4). The Residential Area land use designation provides for the creation of new residential areas which are generally compatible with the character and density of the existing residential areas. The permitted uses, buildings and structures in low density residential include single detached, semi-detached and duplex dwellings. For medium density residential it also includes townhouse dwellings, low-rise apartments and stacked townhouses.

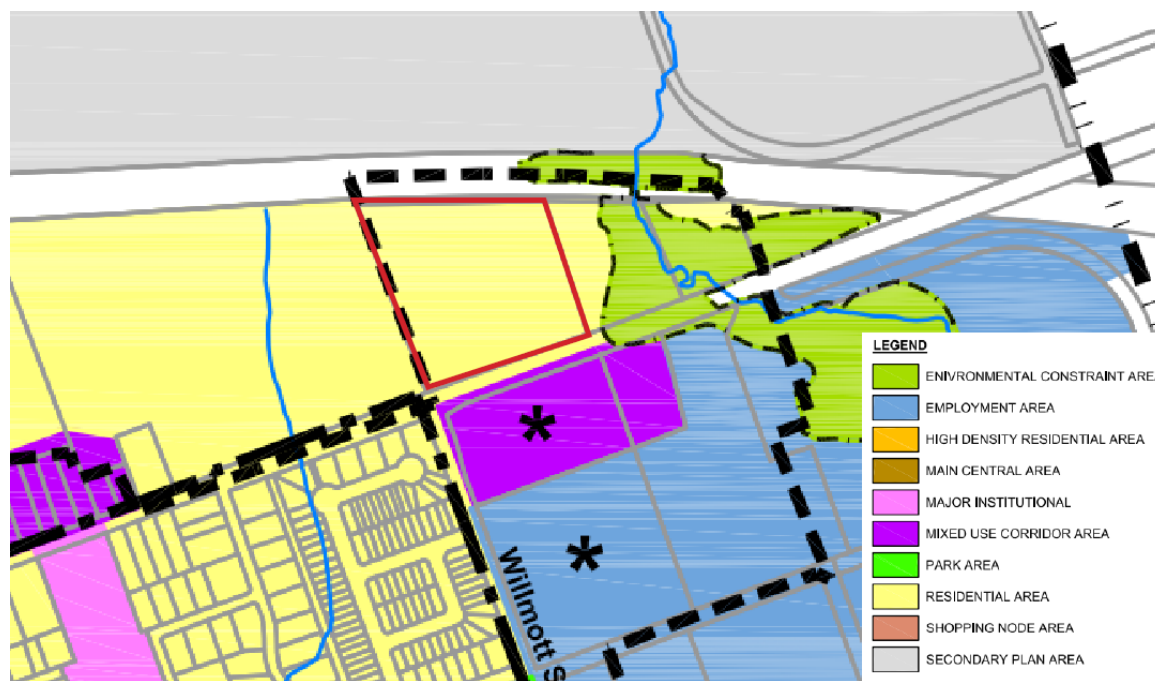


Figure 4: Town of Cobourg Official Plan – Schedule A – Land Use Plan

The subject property is designated “Residential Area”, per Schedule A – Land Use Plan, which provides for the creation of new residential areas that are generally compatible with the character and density of the existing residential areas. Policy 3.4.3.2 outlines land use policies with regard to New Residential Areas. The OP states:

“3.4.3.2 In new residential areas or significant redevelopment areas, applications for development shall be evaluated based on their conformity with the Growth Management Strategy in Section 3.2 and all other applicable policies of this Plan and the following criteria:

- i) a mix of development forms and densities;*
- ii) medium density residential uses are encouraged and shall be:

 - a. intermixed with low density development in smaller groups;*
 - b. primarily street oriented in design; and,*
 - c. located adjacent to collector and arterial roads, park and Greenland areas, community facilities and commercial areas and/or as a physical transition between high and low density residential development.**
- iii) the road pattern is a modified, rectilinear grid pattern which provides for the maximum possible degree of connectivity internally, and externally with the existing developed areas and abutting arterial and collector roads with short blocks to promote active transportation modes; and,*
- iv) the development incorporates linkages to the Town’s greenland system and, incorporates private or public open space features or areas including Village Squares which serve as focal points for the residential development and/or structural elements which define the character and structure of the area.*

The proposed development is located on lands where medium density residential uses are encouraged. The proposal introduces a mix of development forms and densities with the addition of single detached, semi-detached, townhouse dwellings and stacked townhouses which are clustered in small groups throughout the site. The arrangement of the curved internal road system ensures connectivity not only within the site and with the abutting arterial road, but also provides opportunities for connection with a future development on the

abutting property through the east road extension. The proposed residential dwellings are street-oriented in design with their primary frontage addressing the adjacent streets and open spaces. Finally, the restoration area at the west portion of the site contributes a new landscaped amenity area within the residential community which incorporates linkages to the Town's natural greenland system.

Section 3.4.3.3 states that the density range for Medium Density residential development is as follows:

"3.4.3.3 ii) Medium Density

- a) 20 units per net hectare (8 units per net acre) minimum*
- b) 50 units per net hectare (20 units per net acre) maximum"*

The proposed development features a net density of 25.3 units per hectare (when calculated with a site area which subtracts the embankment and future road widening areas). Furthermore, the net density is 23.3 units per hectare (when calculated with a site area which subtracts the future road widening area only). Both density calculations meet the minimum density requirement for medium density residential development.

Section 3.4.3.4 states that the maximum height for residential development in New Residential Areas is four storeys. The proposed residential dwellings are within the OP's height limits.

Schedule A – Land Use Plan also identifies the subject property as adjacent to an Environmental Constraint Area located to the east. Section 4.2 Environmental Constraint Areas identifies policies related to development on and adjacent to these lands which are susceptible to flood or erosion. Specifically, Section 4.2.6 Environmental Impact Study or Environmental Audit: Lands Adjacent to Natural Heritage Features states:

"i) Lands Adjacent to Natural Heritage Features

Development and site alteration shall not be permitted on lands adjacent to the natural heritage features identified in Section 4.2.1 i) through ix), unless it has been demonstrated that there will be no negative impact on the natural features or their ecological functions through an Environmental Impact Study in accordance with terms of reference approved by the Town in consultation with the Conservation Authority and/or the Ministry of Natural Resources, or an environmental audit in accordance with Section 4.2.6 of this Plan. Adjacent lands shall be lands within 120 metres of those features listed in 4.2.1 i) through ix), with the exception of significant areas of natural and scientific interest-earth science where adjacent lands shall be within 50 metres of the feature.

ii) Environmental Audit

The environmental audit shall provide an inventory and analysis of all natural features and ecological functions on the site including vegetation, wildlife habitat, fish habitat, wetlands, steep slopes, habitat of endangered and threatened species, significant areas of natural and scientific interest, groundwater discharge areas and contribution to maintenance of fluvial processes. Particular regard shall be had for the relationship between the lands for which the environmental audit is being undertaken and the lands within the neighbouring Environmental Constraint Area. Where the environmental audit identifies significant natural environmental features and/or ecological systems, such areas shall be preserved and enhanced and consideration given to including them in the Environmental Constraint Area designation. In addition, submission of a detailed site plan, landscaping and grading plans will be required as the basis of the approval of any development, which shall demonstrate how natural ecological systems and processes will be maintained, including systems and processes in the Environmental Constraint Areas including addressing the issues of invasive species; and, -how disruption to existing landform and landscape features, including such features in the Environmental Constraint Area designation will be minimized.

Where no significant natural environmental features or ecological functions are identified, the development shall still be designed to maximize the protection of any features on the site and adjacent

Environmental Constraint Areas, but detailed plans and changes to the designation will not be required. Where the environmental audit indicates that there is an existing or potential hazard which cannot be overcome, or it is determined that the development cannot be designed in a manner which minimizes impact on the natural environment in an appropriate manner, there shall be no public obligation by the Town to permit development or purchase such lands. Where it is demonstrated that there are no natural features and ecological functions on the site including vegetation, wildlife habitat, fish habitat, wetlands, steep slopes, groundwater discharge areas and lands which contribute to maintenance of fluvial processes, the need for an environmental audit may be waived at the sole discretion of the Town, in consultation with the Conservation Authority.

An Environmental Impact Study prepared by Pinchin Ltd. demonstrates that the direct and indirect impacts of the proposed development can be avoided or mitigated through effective stormwater and environmental management measures. The Environmental Impact Study includes an assessment of existing conditions whereby an analysis of all natural features and ecological functions of the site are provided.

Section 4.5 contains policies as they relate to Tree Conservation and Planting. The OP prioritizes the preservation of natural vegetation that occurs in and adjacent to the Environmental Constraint Area. The subject property is adjacent to an Environmental Constraint Area per Schedule A – Land Use Plan. The following policies are applicable to the proposed development.

“4.5.2 Any person who has entered into an approved development agreement with the Town may remove trees in accordance with that agreement and the provisions of the Town’s Tree Preservation By-law. Where new development is to occur on a piece of land plan and an Arborist Report or similar report prepared by a qualified professional acceptable to the Town, shall be submitted and approved by the Town, either at the time of application or as a condition of approval at the direction of the Town. The Town shall consider the Tree Preservation Guidelines which form part of the Tree Preservation By-law in evaluating such plans and reports. In addition, such an analysis shall:

iii) address the impact of the development on any abutting lands in the Environmental Constraint Area designation, and the tree preservation, woodlot management and edge/interior protection measures required to protect such areas before, during and after the initiation of construction;”

A Tree Inventory and Preservation Plan Report was prepared by Pinchin Ltd. which inventoried relevant trees on and within 6m of the site. The report assesses impacts of development on existing trees and provides recommendations to protect trees identified for preservation within the wetland area.

Section 4.8 contains policies related to the Town’s Sustainability Strategy as it relates to development form. The OP states:

“4.8.2 In particular, the Town will encourage development designed to:

iii) create livable, healthy and productive environments.”

The proposed development represents a compact urban form which encourages active transportation and features a mix of uses including commercial uses along the King Street East frontage. The site’s intensification, retention of heritage resources and introduction of mixed uses contributes to creating a livable, healthy and productive environment.

Section 5 contains design policies related to Community Design and Improvement which help implement the Town’s principles related to community development such as “Distinctive Community Image”. The general design policies provide a framework for the review of development, alongside the Urban and Landscape Design Guidelines, for which the Town will also have regard when evaluating proposals for development. The policies of

Section 5 cover design policies as they relate to streetscapes, views, areas of heritage value/interest/significance, landscape design, safe community design, accessibility and visitability, active transportation, external building design, signage and mixed-use development.

The Urban, Landscape and Sustainability Study prepared by Fotenn Consultants identifies how the proposal satisfies the policies of Section 5 of the OP through evaluating the development against the One Planet Living Principles. These principles offer a framework for development that uses key performance indicators and targets to ensure environmental, social, cultural and economic sustainability. The Study states that the new development will seamlessly integrate into its surroundings, complementing and enhancing the area and the broader town while mitigating impacts on the community. A range of housing types located within compact blocks, surrounded by a well-connected network of streets and trails will encourage active living among its future residents. The proposed parks, public spaces and restoration area prioritizes and celebrates ecological functionality and sustainability.

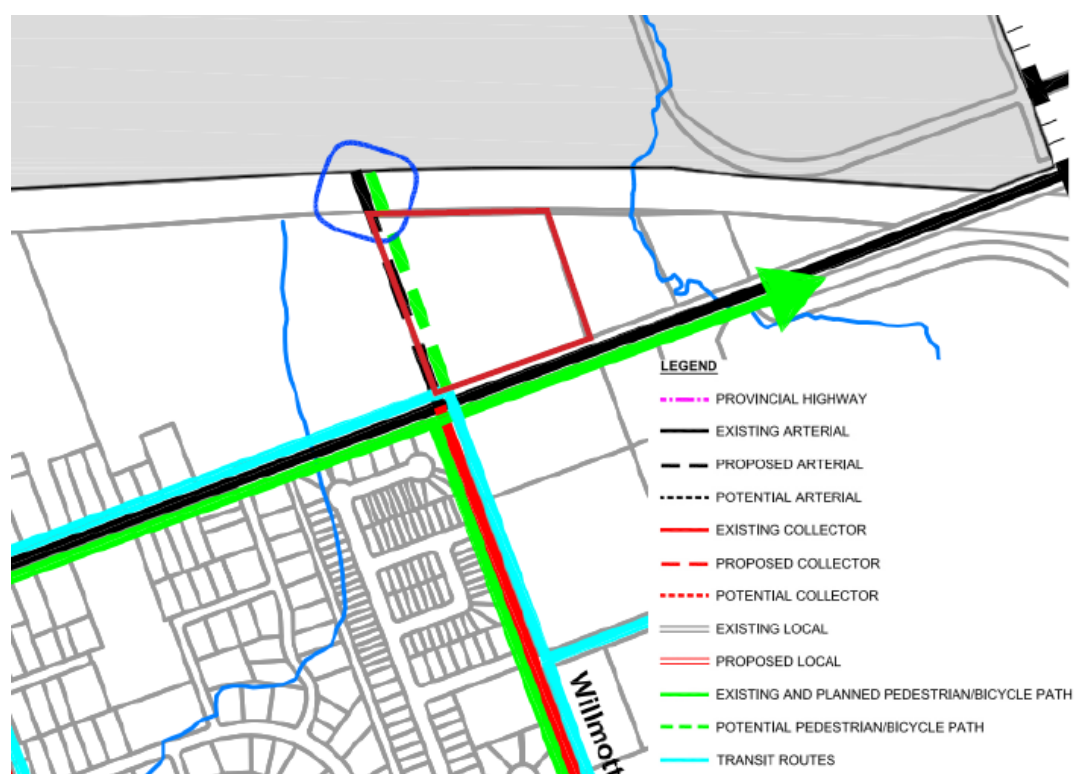


Figure 5: Town of Cobourg Official Plan - Schedule E – Road Network Plan

Schedule E – Road Network Plan (Figure 5) identifies the subject property as located along an Existing Arterial and Existing and Planned Pedestrian/Bicycle Path along its King Street East frontage, and a Potential Pedestrian/Bicycle Path along its western property line. Section 6 of the Official Plan outlines policies related to the town’s Transportation Strategy. The following policies are relevant to the proposed development:

“6.2.2 Road Planning

ii) The Town, as a condition of development or redevelopment, may require lands for the purposes of road widening to be dedicated to the appropriate authority having jurisdiction in accordance with the requirements of Table 3. Additional lands in excess of the typical right-of-way widths may also be required to be conveyed for works related to, but not limited to, extensive cut/fill operations, intersection improvements, bridges, sight triangles, and drainage and buffering improvements.”

The Design Requirements within Table 3 of Section 6.2.2 state that roads classified as Arterials require a “maximum right-of-way width between 26-36 metres (86-118 feet), although generally will not exceed a maximum of 30 metres (98 feet)”. The portion of King Street East immediately south of the subject property does not meet the requirements for an Arterial road, and as such, the south portion of the site will be conveyed to the Town for the future right-of-way road widening.

As part of Cobourg’s Transportation Strategy, the Town promotes transit, cycling and other active transportation modes with the objective of establishing a transportation system that allows residents to safely travel anywhere within the town using active transportation modes. Policy 6.4 (iii) states:

“6.4 iii) The Town shall encourage the development of a link-node system which will connect major pedestrian and bicycle destinations such as schools, parks and commercial areas, the Main Central Area, the harbour, and the train station with a system of pedestrian and bicycle paths including sidewalks and on-street bicycle lanes where appropriate.

vi) The link-node system and other components of the transportation system shall be designed and developed to minimize conflicts between other modes of transportation and pedestrian and bicycle routes.

vii) Both in existing and future development, the transportation system shall be designed to provide for active transportation modes including the supportive infrastructure required for safe, convenient cycling and walking. In considering the design of active transportation modes, the Town shall take into consideration the following:

a) providing for bicycle lanes in the construction and reconstruction of streets and bridges;”

The proposed development features a curved internal street network and traffic calming design standards to facilitate a safe transportation network that encourages active transportation. On-street cycling infrastructure such as painted sharrows are incorporated on all streets within the community, contributing to the Town’s existing cycling network, and minimizing conflicts with other modes of transport. At the west portion of the subject property, a multi-use trail is proposed to be located adjacent to the restoration area at the west portion of the subject property, which builds on the Town’s existing natural linkages.

Section 6.5 contains policies related to Rail Safety. The OP states:

*“6.5.2 The Town shall review, as required, areas of conflict between the rail operations and pedestrian and vehicular movements, as well as conflicts with land uses abutting the rail lines including:
iii) the incorporation of safety measures such as the provision of security fencing for abutting land uses.”*

The proposed development incorporates a 30 metre buffer from the north property line which abuts the CN/CPR tracks to the building edge of the rear townhouses. An approximately 3 metre acoustical berm and 2 metre wall is located within this buffer area, providing appropriate separation distance from the residential uses. Additionally, the residential townhouses along the north portion of the site feature detached garages accessed from an adjacent laneway which are nestled into the acoustical berm, offering additional separation and safety from the railway.

Section 6.6 contains policies related to Parking within the Town. The OP states:

*“6.6.1 i) The Town shall require, as a condition of development or redevelopment, that:
a) adequate off-street vehicular parking and loading facilities be provided which are planned and engineered to allow access to all parking spaces;*

- b) ingress and egress to parking and loading areas be limited in number and designed to acceptable standards for traffic safety;”*

The proposed development incorporates three commercial visitor parking areas for the mixed-use buildings that front King Street East, and visitor parking areas for the retained barn structure, providing adequate vehicular parking facilities.

Section 7 contains policies related to the Town’s Municipal Infrastructure Strategy, which establishes the type and level of infrastructure that is required to support the existing and proposed land use pattern, as well as the staging of development. Policies related to Water Supply and Distribution System, Municipal Sewage Collection and Treatment System, and Existing Storm Water Facilities state:

“7.2.1 i) New development and/or redevelopment shall only be permitted where the water supply and distribution system has adequate capacity to service such development and/or redevelopment.

7.2.2 New Development

i) All new development shall be serviced by the municipal water supply and distribution system and the developer shall be responsible for the installation of such works subject to the approval of the Town, Lakefront Utilities Services Inc. and the Ministry of the Environment. The recommendations of any relevant watershed plan shall also be taken into consideration.

7.3.1 i) New development and/or redevelopment shall only be permitted where the sewage collection and treatment facilities are adequate to service such development.

7.3.2 New Development

i) All new development shall be serviced by the municipal sewage collection and treatment system and the developer shall be responsible for the installation of such works subject to the approval of the Town and the Ministry of the Environment. The recommendations of any relevant watershed plan shall also be taken into consideration.”

7.4.1 i) No development or redevelopment shall be permitted if such development or redevelopment will have a detrimental effect on the storm water drainage system.

iii) No development will be permitted which would interfere with or reduce the drainage capacity of any natural watercourse, and only those works may be carried out in the watercourses which will improve their hydraulic efficiency, their attractiveness as open space areas in accordance with the policies of Section 4 of this Plan and result in no net loss of fisheries habitat.

7.4.3 New Development

i) Stormwater management techniques and facilities for new development shall be selected and designed on a subwatershed basis in accordance with Provincial guidelines, particularly the Ministry of the Environment “Stormwater Management Planning and Design Manual 2003 or updates thereto, and in consultation with the Ganaraska Region Conservation Authority. In particular stormwater management facilities shall be designed in a naturalized manner and will be landscaped so that they are integrated with the surrounding area and form part of the Greenlands System. The objectives of stormwater management with respect to new development within the Town of Cobourg shall be to:

- a) Identify appropriate water quality objectives for watercourse/drainage facilities to which the proposed developments are tributary with the primary focus being enhanced treatment;*
- b) identify and evaluate urban stormwater management practices to best meet these water quality objectives; and,*
- c) select appropriate stormwater management practices for the site and provide preliminary design, siting and sizing of proposed facilities.*

ii) With respect to stormwater quality control, development shall comply with the requirements of the approved Master Drainage Plan or stormwater plan. Where the Town requires the preparation of such plans they shall be prepared to the satisfaction of the Town at the expense of the applicant.

iii) Where new stormwater management facilities (i.e. detention/ retention ponds) are required to support development, they shall be located entirely within the boundaries of the Municipality.

iv) Notwithstanding the foregoing policies, the Town may provide for, in consultation with the Conservation Authority, intensification, redevelopment and/or extensions to residential areas which are substantially developed without storm sewer facilities provided that the proposed development is integrated with the present system in a manner which will not adversely affect adjacent properties and individual lot level approaches to reduce runoff volume and treat stormwater on site or other innovative approaches to stormwater management are used to the extent possible.

v) Individual lot level approaches are encouraged on all sites to reduce runoff volume and to treat stormwater on-site through Low Impact Development (LID) approaches including measures such as reduction of impervious areas, cisterns, porous or permeable pavement, green roofs, and bioswales.

7.4.4 Stormwater Management Studies

Stormwater management plans, master drainage plans, and other studies and works which involve the disposition of water, shall have regard for the maintenance of the natural ecological functions of the watercourses, waterbodies and surrounding lands which are subject to such works or studies."

The proposed development is located within the urban settlement area and represents the orderly development of an underutilized parcel of land which will be serviced by required municipal water, sewage and storm sewers. A Preliminary Stormwater Management report was prepared by D.M. Willis which recommended stormwater quality and quantity control measures to ensure that the receiving drainage system will not be adversely impacted. Appropriate low impact development approaches are outlined in the Stormwater Management report.

Section 7.5 contains policies related to Development Staging. Regarding Infilling and Intensification, the OP states:

"7.5.1 Development will be managed to efficiently use land, resources, infrastructure, and public service facilities and to avoid any unnecessary and/or uneconomic expansion of infrastructure. In particular, infilling and intensification are encouraged where lands are designated for the proposed use and full municipal services are available in accordance with the Growth Management Strategy in Section 3.2 and other relevant policies of this Plan."

The proposed development is located within Built Boundary of the town's Urban Settlement Area and therefore represents intensification in an area that has been designated for the proposed full use of municipal services.

Section 7.6 contains policies related to Utilities and Telecommunications. The OP states:

"7.6 i) All local power and telephone lines and other "cable" services serving new developed areas shall be located underground and shall be grouped into a single utility conduit, wherever possible. The Town shall also encourage all "cable" service providers in existing developed areas to locate their services underground whenever physically and financially possible."

The Functional Servicing Report prepared by D.M. Willis states that with regard to utilities, the Town's existing hydro provider LUSI has confirmed the existing overhead line in the King Street East ROW can service the proposed development. With regard to utilities, the report states that Bell has confirmed underground services are

available within the King Street East ROW. Further service details for utilities and telecommunications will be coordinated during the detailed design phase.

6.5 Zoning By-law 85-2003

The subject property is currently zoned Rural Exception 3 (RU-3) Zone – Rural Estate Lots for ‘Development Area C’ under the Town of Cobourg’s Zoning By-Law 85-2003 (refer to Figure 6).

The RU-3 Zone – Rural Estate Lots for ‘Development Area C’ permits a range of uses associated with rural and agricultural activities. The permitted buildings and structures within this zone are limited to those associated with agriculture use, park and golf course use, single-detached dwelling for group home use, and accessory buildings for permitted uses. A Zoning By-law Amendment will be required to implement the proposed development and is included as part of the submission materials.

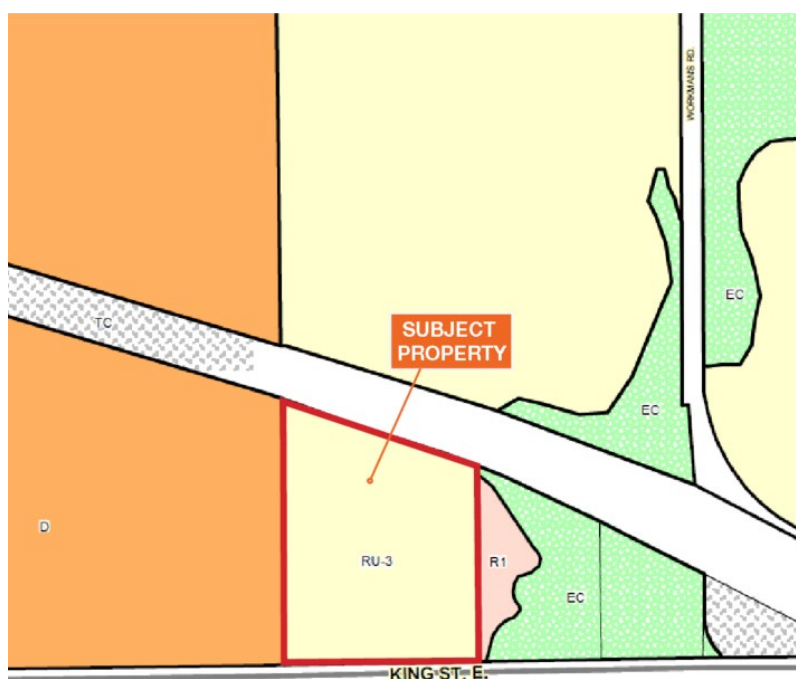


Figure 6: Town of Cobourg Zoning By-Law 85-2003

Figure 6: Zoning

The proposed Zoning By-law Amendment seeks to rezone the subject lands from Rural Exception 3 Zone to R4, NMU, NR2, EC and OS Zone.

The following zoning table identifies the proposed development's compliance with the zone requirements within Section 5 - General Provisions.

General Provisions - Zone Requirement	Proposed	Compliance
<p>5.9 Requirement for Municipal Services Notwithstanding any other provisions of this By-law, no lands shall be used nor any building or structure erected or used thereon unless such municipal services as the Town ordinarily requires upon the development or redevelopment of land are available and capable of servicing the said land, building or structures.</p>	<p>The subject property is serviced by municipal sewage and stormwater services.</p>	<p>Yes</p>
<p>5.11 Lots to Front on Public Road 5.11.1 Unless otherwise specified by this By-law, no person shall erect a building or structure, and no person shall use any building or structure, unless the lot upon which the building or structure is situated, erected, or proposed to be erected abuts or fronts on an assumed public street which has a width of 18 metres (60 feet) or more and which is of satisfactory construction and maintenance to permit the reasonable and safe passage of motor vehicles travelling in two directions and which is maintained by the municipality on a year round basis.</p>	<p>The proposed mixed-use buildings (S, T and V) have frontage onto King Street East.</p> <p>For the purpose of the proposed development, the buildings on the interior of the subject lands have frontage on a private street through the common element private road.</p>	<p>No</p>
<p>5.11.2 Notwithstanding the requirements of Section 5.11.1, a building or structure may be situated or erected on a lot which: i) fronts on an assumed public street provided such building or structure is set to meet or exceed the established building line, recognizes any road widenings to the Town's satisfaction, and is in compliance with any other requirements of this By-law; or, ii) is within a registered plan of subdivision, in accordance with the provisions of a subdivision agreement in respect of such plan of subdivision, notwithstanding that the roads within such plan of subdivision have not been assumed and are not being maintained by the Municipality; or, iii) is within a registered plan of subdivision which has been approved, after the adoption of this By-law, with road allowances of greater than 15m (50 ft), but less than 20m (66 ft); or, iv) fronts on a right-of-way that has a minimum 10m (33 ft) width</p>	<p>A right-of-way road allowance dedication of 5m will be granted to the Town to meet the minimum road width requirements of an Arterial road.</p>	<p>Yes</p>
<p>5.12 Planned Width of Street Allowance No person shall erect any building or structure in any zone on the following streets or portions of streets unless such building or structure conforms to the following setback requirements and furthermore, in</p>	<p>A right-of-way road allowance dedication will be granted to the Town to meet the minimum road width requirements of an Arterial road.</p>	<p>Yes</p>

General Provisions - Zone Requirement	Proposed	Compliance
<p>determining any requirements of the Zoning By-law, the portion of the lot lying within the setback shall be deemed not to form part of the lot:</p> <p>King Street (Brook to Normar) Existing Street Width of 21+ m (70+ ft) Planned Width of Street Allowance 30m (100 ft) Minimum Setback Requirements from Centreline of Street of 15m (50 ft)</p>		
<p>6.1.1 Parking Provisions The owner of every building or structure erected or used for any purpose hereinafter set forth shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of the said premises from time to time, parking spaces and parking areas as follows:</p> <p>i) Residential</p> <p>Townhouse or Multiple Unit Dwelling: 1.5 spaces per dwelling unit Dwelling unit in a mixed use development: 1 space per dwelling unit, in addition to the requirements for the other uses in the development</p> <p>Other Residential Uses: 2 spaces per dwelling unit Home Occupations: 2 spaces per dwelling unit Detached, Semi-Detached: 2 spaces per dwelling unit</p> <p>Visitor parking for residential uses in the NR2 Zone: Notwithstanding the provisions of Section 6.1.5 of this By-law, required visitor parking of 0.25 spaces per unit shall be provided on-street. No on-site parking spaces are required.</p> <p>ii) Commercial</p> <p>Office: 1 space for every 33 m² (355 ft²) of gross floor area or portion thereof Studio use for a photographer, an artist or craftsman: 1 space for every 50m² (540 ft²) of gross floor area or portion thereof</p> <p>Uses with less than 20 parking spaces: At least 1 handicap space per establishment</p>	<p>The proposed development meets all required parking standards.</p> <p>Townhouse: 2 spaces per dwelling unit (one in garage and one on driveway)</p> <p>Other residential Uses: Single-detached and semi-detached - 2 spaces per dwelling unit (one in garage and one on driveway)</p> <p>NR2 visitor parking spaces on street (required 4.5 spaces): 5 provided</p> <p>Other Commercial Uses: Mixed-use barn area (required 13 spaces): 49 provided, 4 accessible parking provided</p>	<p>Yes</p>

General Provisions - Zone Requirement	Proposed	Compliance
<p>6.1.4 Dimensional Requirements</p> <p>i) Parking spaces shall have a minimum width of 2.7 m (9 ft) and a minimum depth of 5.5 m (18 ft).</p> <p>ii) Driving aisles providing access to parking spaces shall have a minimum width of 6 m (20 ft).</p> <p>iii) Notwithstanding the provisions of Section 6.1.4 i) handicap parking spaces shall have a minimum area of 24 m² (258 ft.²) and a minimum width of 4 m (13 ft).</p>	<p>Parking spaces meet the minimum dimensional requirements</p>	<p>Yes</p>
<p>6.1.5 Location</p> <p>i) Parking spaces shall be located on the same lot as the use they serve</p>	<p>The majority of buildings feature parking within the same lot as the use they serve. The parking for townhouses at the rear have detached garages accessed from a rear-lane. The commercial visitor parking for the mixed-use buildings are provided in surface parking lots. The barn cultural use and parkette feature nearby surface parking.</p>	<p>Yes</p>
<p>6.1.5.2 Notwithstanding any other provisions of this By-law, uncovered surface parking spaces shall be permitted in accordance with the following:</p> <p>i) Yards: Residential (other than apartments): Parking may be permitted in any yard provided that such parking is located within a driveway which is in accordance with the provisions of Section 6.1.6.2 and 6.1.6.3.</p>		<p>Yes</p>
<p>6.1.6.3 Driveway Regulations - General</p> <p>i) The minimum angle of intersection between a driveway and a street line shall be 60 degrees.</p> <p>ii) The minimum distance between two separate driveways on one lot, measured along the street line, shall be 9 m (30 ft.).</p> <p>iii) No driveway shall be closer than 1.0 m (3.3 ft.) to a side lot line, provided that this shall not apply to prevent the establishment of joint driveways along a common line.</p>		<p>Yes</p>

The following zoning table identifies the relief required for the proposed site-specific NR2 zone for buildings D, E, F, G, H, I, J, K, M, N, O, P, which encompass single-detached, semi-detached and townhouse buildings. In reaching the NR2 zone, an analysis of the proposed development against the R4 zone category was conducted to understand the best fit for buildings D, E, F, G, H, I, J, K, M, N, O, P. The zoning standard for the R4 zone as well as the proposed development's compliance to this zone is shaded in grey below.

NR2 Zone Requirement	R4 Zone Requirement	Proposed	Compliance
28.1.1 Permitted Uses i) accessory use, including a garden suite use; ii) day nursery use; iii) group home use in accordance with the provisions of Section 5.2.2; iv) home occupation use; v) public use in accordance with the provisions of Section 5.3.2; vi) residential use.	10.1.1 Permitted Uses i) Public use in accordance with the provisions of Section 5.3.2; ii) Residential use	The proposed uses for buildings D, E, F, G, H, I, J, K, M, N, O, P are residential use.	NR2: Yes R4: Yes
28.1.2 Permitted Buildings and Structures i) one single-detached dwelling on one lot; ii) one unit of a semi-detached dwelling on one lot; iii) one semi-detached dwelling on one lot; iv) one duplex dwelling on one lot; v) one converted dwelling on one lot with a maximum of two dwelling units; vi) one linked dwelling on one lot; vii) one triplex dwelling on one lot; viii) one fourplex dwelling on one lot; ix) one unit of a fourplex dwelling on one lot; x) one townhouse dwelling on one lot; xi) one townhouse dwelling unit on one lot; xii) buildings and structures for public uses in accordance with the provisions of Section 5.3.2; xiii) accessory buildings and structures for the permitted uses.	10.1.3 Permitted Buildings and Structures i) one unit of a semi-detached dwelling on one lot; ii) one semi-detached dwelling on one lot; vii) townhouse dwelling including a townhouse dwelling for senior citizen's and/or the disabled; viii) one multiple dwelling on one lot including a multiple dwelling for senior citizens and/or the disabled	Buildings D-P are proposed to be a combination of single-detached, semi-detached and townhouse buildings.	NR2: Yes R4: No
Minimum Lot Frontage (on a lot accessed by a lane) <ul style="list-style-type: none"> - Single-detached: 8.0m - Single-detached (shallow-wide lots): N/A - Semi-detached: 6.6m/unit (7.8m if one semi is located on a corner lot, 14.4m if 2 semi units are located on a corner lot) - Townhouse: 5.5m/unit (6.7m for end unit on interior lot, 7.9m for end unit on a corner lot) 	10.1.5: Lot Frontage i) one unit of a semi-detached dwelling: 9m minimum ii) one semi-detached building on one lot: 18m minimum iv) townhouse dwelling which does not front onto a public street: 30m minimum	Lot not accessed by a lane: Single detached (F, I): 12m Townhouse: 6.0m/unit, 8.2m for end unit on interior lot, 7.9m for end unit on a corner lot	NR2: Yes R4: Yes

<p>Minimum Lot Frontage (on a lot not accessed by a lane)</p> <ul style="list-style-type: none"> - Single-detached: 9.0m - Single-detached (shallow-wide lots): 13.3m - Semi-detached: 7.6m/unit (8.8m if one semi is located on a corner lot, 16.4m if 2 semi units are located on a corner lot) - Townhouse: 7.0m/unit (6.7m for end unit on interior lot, 7.9m for end unit on a corner lot) 	<p>v) townhouse dwelling where each townhouse unit fronts onto a public street: 6.5m per unit minimum</p>	<p>Single detached (G, H, J, K): 11.6m Semi-detached (unit): 8.8m Semi-detached (building): 19.2m Townhouse: N/A</p>	
<p>Minimum Required Front Yard (on a lot accessed by a lane)</p> <ul style="list-style-type: none"> - Single-detached: 3.0 m (at least 70% of the front wall of the main building shall be located within 1.5m of, or on, the building line. In no case shall the front wall be located in the minimum front yard) <p>Minimum Required Front Yard (on a lot not accessed by a lane)</p> <ul style="list-style-type: none"> - Single-detached: 4.5m (At least 70% of the front wall of the main building shall be located within 1.5 metres of, or on, the building line. In no case shall the front wall be located in the minimum required front yard) - Single-detached (shallow-wide lots): N/A - Semi-detached: 4.5m (At least 70% of the front wall of the main building shall be located within 1.5 metres of, or on, the building line. In no case shall the front wall be located in the minimum required front yard) - Townhouse: 4.5m (At least 70% of the front wall of the main building shall be located within 3.0 metres of, or on, the building line. In no case shall the front wall be located in the minimum required front yard) 	<p>10.1.9: Front Yard</p> <ul style="list-style-type: none"> - The established building line or where not applicable, 6m minimum. 	<p>Single detached (F, I): 4.5m</p> <p>Single Detached (G, H, J, K): 4.5m Semi-detached: 4.5m Townhouses (D, E): 4.5m</p>	<p>NR2: Yes</p> <p>R4: No – townhouse doesn't meet required front yard</p>

<p>Maximum driveway width on a lot not accessed by a lane (on lot with frontage less than 11.6m)</p> <ul style="list-style-type: none"> - Single-detached: 3.5m - Single-detached (shallow-wide lots): N/A - Semi-detached: The maximum driveway width and maximum garage width on a lot that has a lot frontage of 9.0 metres or less and which is not accessed by a lane is 3.5 metres. The maximum driveway width and maximum garage width on a lot that has a lot frontage of greater than 9.0 metres is 6.1 metres - Townhouse: same as above <p>(On lot with frontages greater than 11.6m):</p> <ul style="list-style-type: none"> - Single-detached: 6.1m - Single-detached (shallow-wide lots): 6.1m 	<p>N/A</p>	<p>For lot not accessed by a lane, frontage less than 11.6m:</p> <p>Single detached (G, J): 3.2m Semi-detached: 3.4m Townhouses: 3.0m</p> <p>On lot with frontage greater than 11.6m: Single detached (H, K): 3.2m</p>	<p>NR2: Yes</p>
<p>Maximum garage width on a lot that is not accessed by a lane (on a lot with a lot frontage of less than 11.6m)</p> <ul style="list-style-type: none"> - Single-detached: 3.5m - Single-detached (shallow-wide lots): N/A - Semi-detached: The maximum driveway width and maximum garage width on a lot that has a lot frontage of 9.0 metres or less and which is not accessed by a lane is 3.5 metres. The maximum driveway width and maximum garage width on a lot that has a lot frontage of greater than 9.0 metres is 6.1 metres) - Townhouse: same as above 	<p>N/A</p>	<p>Single-detached (G, J): 2.7m Semi-detached: 2.7m Townhouses: 2.7m</p>	<p>NR2: Yes</p>
<p>Minimum required exterior side yard</p> <ul style="list-style-type: none"> - Single-detached: 2.4m (The wall of an attached private garage that contains the opening for vehicular access shall be set back a minimum of 5.8 metres from the lot line that the driveway crosses to access the private attached garage. If the driveway does not cross a sidewalk, the minimum setback for the wall of the attached private garage that contains the opening for vehicular access is 4.5 m) - Single-detached (shallow-wide lots): same as above - Semi-detached: same as above - Townhouse: same as above 	<p>10.1.12: Exterior side yard</p> <ul style="list-style-type: none"> - The established building line, or where not applicable, 6m minimum. 	<p>Singles: no exterior sideyard Semi-detached: 4.3m Townhouses: 4.6 to private road</p>	<p>NR2: Yes R4: No</p>

<p>Minimum required interior side yard (on a lot with frontage less than 11.6m)</p> <ul style="list-style-type: none"> - Single-detached: 1.2m & 0.3m (The required interior side yard on one side is 2.75 metres if a detached private garage is located in the rear yard and is accessed by a driveway crossing the front lot line) - Single-detached (shallow-wide lots): N/A - Semi-detached: 1.2m & 0.0m (The required interior side yard on one side is 2.75 metres if a detached private garage is located in the rear yard and is accessed by a driveway crossing the front lot line) - Townhouse: 0.0m for interior unit & 1.2m for end unit <p>On lot with frontages greater than 11.6 (single detached lots) Single Detached 1.2m and 0.6m (The required interior side yard on one side is 2.75 metres if a detached private garage is located in the rear yard and is accessed by a driveway crossing the front lot line)</p>	<p>10.1.11: Interior Side Yard:</p> <p>i) One unit of a semi-detached dwelling, or a townhouse unit: 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 1.5m minimum and 1m for each additional storey</p> <p>ii) A duplex building; one semi-detached building on one lot; one converted, two unit building: 2.5m minimum for each interior side yard</p>	<p>Singles (G, J): 1.2m Semi-detached: 1.8m and 0.0m Townhouse: 1.8m and 0.0m</p> <p>Singles (F, H, I, K): 1.2m</p>	<p>NR2: Yes R4: No</p>
<p>Minimum required rear yard (on a lot accessed by a lane):</p> <ul style="list-style-type: none"> - Single-detached: 12.5m - Single-detached (shallow-wide lots): N/A - Semi-detached: 12.5m - Townhouse: 12.5m <p>Minimum required rear yard (on a lot not accessed by a lane):</p> <ul style="list-style-type: none"> - Single-detached: 7.5m - Single-detached (shallow-wide lots): 7.0m - Semi-detached: 7.5m - Townhouse: 7.5m 	<p>10.1.10: Rear yard</p> <ul style="list-style-type: none"> - 7m minimum 	<p>Singles (F, I): 11.4m Townhouse: 5.5m</p> <p>Single Detached (G, H, J, K): 7.5m Semi-detached: 7.5m</p>	<p>NR2: No R4: Yes</p>
<p>Maximum Height</p> <ul style="list-style-type: none"> - Single-detached: 11.0m - Single-detached (shallow-wide lots): 11.0m - Semi-detached: 11.0m - Townhouse: 11.0m 	<p>10.1.16: Building height</p> <ul style="list-style-type: none"> - 3 storeys maximum 		<p>NR2: Yes R4: No</p>

<p>Maximum lot coverage</p> <ul style="list-style-type: none"> - Single-detached: 50% - Single-detached (shallow-wide lots): 50% - Semi-detached: 50% - Townhouse: 50% 	<p>10.1.6: Lot coverage</p> <ul style="list-style-type: none"> - 40% maximum 	<p>Single detached: 32.8% Semi detached: 38.1% Townhouse: 47%</p>	<p>NR2: Yes R4: No</p>
<p>Driveway Setback</p> <ul style="list-style-type: none"> - Single-detached: 0m - Single-detached (shallow-wide lots): 0m - Semi-detached: 1m - Townhouse: 0m 	<p>N/A</p>	<p>Single detached: 1.2m Semi detached: 1.8m Townhouse: 0m</p>	<p>NR2: Yes</p>
<p>28.1.6: Regulations for accessory buildings and structures Parking garages/other accessory buildings and structures not attached to the main building shall not be located within 1m of a side/rear lot line except that:</p> <ol style="list-style-type: none"> a) On a corner lot where the minimum side yard abutting a street shall be 3m; b) Common semi-detached parking garages may be centred on a mutual side lot line; c) Where access to a parking garage is through a rear lot line, the garage may be located on the side lot line (zero lot line) and/or the rear lot line. 	<p>10.1.19: Regulations for accessory buildings and structures</p> <p>Private garages and other accessory buildings and structures not attached to the main building shall:</p> <ol style="list-style-type: none"> i) not be used for human habitation ii) not be built closer to the front lot line than the main building on the lot iii) have a minimum exterior side yard abutting the street line of 6m for a detached parking garage on a corner lot. For a detached accessory structure that is not intended for the storage or parking of a motor vehicle, boat storage, snowmobile, etc. and does not have an associated driveway, a minimum 1m exterior side yard may be permitted iv) have a minimum interior side yard of 1m. Semi-detached garages may be centred on a mutual side lot line v) have a minimum rear yard of 1m vi) not exceed 4.5m in height; vii) not exceed 8% coverage of the lot area, provided that the coverage of all buildings on the lot shall not exceed 40% of the lot area viii) not be located within 1.5m of any other building or structure on the lot 	<p>Setback for detached garages for single-detached houses (F, I): 0m setback to rear lot line</p>	<p>NR2: No R4: No</p>

The following zoning table identifies the relief required for the proposed site-specific R4 zone for buildings Q, R, and U. In reaching the R4 zone, an analysis of the proposed development against other zone categories was conducted to understand the best fit for buildings Q, R, U. The zoning standard for the NR2 zone as well as the proposed development’s compliance to this zone is shaded in grey below.

R4 Zone Requirement	NR2 Zone Requirement	Proposed	Compliance
<p>10.1.1 Permitted Uses i) public use in accordance with the provisions of Section 5.3.2 ii) residential use</p>	<p>28.1.1 Permitted Uses i) accessory use, including a garden suite use; ii) day nursery use; iii) group home use in accordance with the provisions of Section 5.2.2; iv) home occupation use; v) public use in accordance with the provisions of Section 5.3.2; vi) residential use.</p>	<p>Proposed uses for buildings Q, R and U are residential uses.</p>	<p>R4: Yes NR2: Yes</p>
<p>10.1.3 Permitted buildings and structures i) one unit of a semi-detached building on one lot; ii) one semi-detached dwelling on one lot; vii) townhouse dwelling including a townhouse dwelling for senior citizens and/or the disabled; viii) one multiple dwelling on one lot including a multiple dwelling for senior citizens and/or the disabled; xii) accessory buildings and structures for the permitted uses.</p>	<p>28.1.2 Permitted Buildings and Structures i) one single-detached dwelling on one lot; ii) one unit of a semi-detached dwelling on one lot; iii) one semi-detached dwelling on one lot; iv) one duplex dwelling on one lot; v) one converted dwelling on one lot with a maximum of two dwelling units; vi) one linked dwelling on one lot; vii) one triplex dwelling on one lot; viii) one fourplex dwelling on one lot; ix) one unit of a fourplex dwelling on one lot; x) one townhouse dwelling on one lot; xi) one townhouse dwelling unit on one lot; xii) buildings and structures for public uses in accordance with the provisions of Section 5.3.2; xiii) accessory buildings and structures for the permitted uses.</p>	<p>Buildings Q, R and U are proposed to be stacked townhouse dwellings on three lots.</p>	<p>R4: Yes NR2: Yes – townhouses permitted</p>

<p>10.1.4 Lot Area</p> <p>iv) townhouse dwelling: 215m² minimum per dwelling unit</p>	<p>N/A</p>	<p>Building R has a minimum lot coverage of 205m² per 2 stacked dwelling units.</p>	<p>R4: No</p>												
<p>10.1.5 Lot Frontage</p> <p>iv) townhouse dwelling which does not front onto a public street: 30m minimum</p> <p>v) townhouse dwelling where each townhouse unit fronts onto a public street: 6.5m per unit minimum</p>	<p>Minimum Lot Frontage (on a lot accessed by a lane) - Townhouse: 5.5m/unit (6.7m for end unit on interior lot, 7.9m for end unit on a corner lot)</p> <p>Minimum Lot Frontage (on a lot not accessed by a lane) - Townhouse: 7.0m/unit (6.7m for end unit on interior lot, 7.9m for end unit on a corner lot)</p>	<p>The minimum lot frontage for an individual unit for buildings Q, R and U is 6.0m.</p> <p>Building Q has a frontage of 6.4 m. Building R has a frontage of 6.4m. Building U has a frontage of 38m.</p>	<p>R4: No – building Q/R does not meet minimum lot frontage</p> <p>NR2: No – minimum lot frontage for units not met</p>												
<p>10.1.6 Lot Coverage</p> <p>40% maximum</p>	<p>Maximum lot coverage - Townhouse: 50%</p>	<p>The lot coverage for buildings Q, R and U are 41, 51 and 47% respectively.</p>	<p>R4: No</p> <p>NR2: No</p>												
<p>10.1.7 Net Density - Apartment Dwelling/Converted Building/Multiple Dwelling</p> <p>50 units per net hectare (20 units per net acre)</p>	<p>N/A</p>	<p>The net density for the proposed development is 33.27 units/hectare.</p>	<p>R4: N/A</p>												
<p>10.1.8 Floor Area Per Dwelling Unit</p> <table border="1" data-bbox="205 841 701 1130"> <thead> <tr> <th>Type of Dwelling Unit</th> <th>Minimum Floor Area</th> </tr> </thead> <tbody> <tr> <td>Bachelor Unit</td> <td>28 m²</td> </tr> <tr> <td>One Bedroom Unit</td> <td>42 m²</td> </tr> <tr> <td>Two Bedroom Unit</td> <td>56 m²</td> </tr> <tr> <td>Three Bedroom Unit</td> <td>70 m²</td> </tr> <tr> <td>Each Additional Bedroom</td> <td>10 m²</td> </tr> </tbody> </table>	Type of Dwelling Unit	Minimum Floor Area	Bachelor Unit	28 m ²	One Bedroom Unit	42 m ²	Two Bedroom Unit	56 m ²	Three Bedroom Unit	70 m ²	Each Additional Bedroom	10 m ²	<p>N/A</p>	<p>The floor area per dwelling for all buildings exceeds the minimum per type of unit.</p>	<p>R4: Yes</p>
Type of Dwelling Unit	Minimum Floor Area														
Bachelor Unit	28 m ²														
One Bedroom Unit	42 m ²														
Two Bedroom Unit	56 m ²														
Three Bedroom Unit	70 m ²														
Each Additional Bedroom	10 m ²														
<p>10.1.9 Front Yard</p> <p>The established building line or where not applicable, 6m minimum.</p>	<p>Minimum Required Front Yard (on a lot accessed by a lane) - Townhouse: 0 m (at least 70% of the front wall of the main building shall be located within 3.0m of, or on, the building line. In no case shall the front wall be located in the minimum required front yard)</p> <p>Minimum Required Front Yard (on a lot not accessed by a lane)</p>	<p>The minimum front yard for buildings Q, R and U is 4.5m.</p>	<p>R4: No</p> <p>NR2: Yes</p>												

	<ul style="list-style-type: none"> - Townhouse: 4.5m (At least 70% of the front wall of the main building shall be located within 3.0 metres of, or on, the building line. In no case shall the front wall be located in the minimum required front yard) 		
<p>10.1.10 Rear Yard 7m minimum</p>	<p>Minimum required rear yard (on a lot accessed by a lane):</p> <ul style="list-style-type: none"> - Townhouse: 12.5m <p>Minimum required rear yard (on a lot not accessed by a lane):</p> <ul style="list-style-type: none"> - Townhouse: 7.5m 	<p>The minimum rear yard for buildings Q and R is 7.5m.</p> <p>Building U does not feature individual rear yards, but a shared amenity area is provided in its place.</p>	<p>R4: No – no individual rear yard for building U</p> <p>NR2: No – minimum townhouse rear yard not met, no rear yard for building U</p>
<p>10.1.11 Interior Side Yard</p> <p>i) one unit of a semi-detached dwelling, or a townhouse unit: 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 1.5m minimum and 1m for each additional storey.</p> <p>iii) one triplex, an apartment building, a four-plex building, a multiple building, one converted building with more than two, residential units or a rooming and boarding house: 3.65m minimum</p>	<p>Minimum required interior side yard</p> <ul style="list-style-type: none"> - Townhouse: 0.0m for interior unit & 1.2m for end unit 	<p>The interior side yard between buildings Q and R is 1.4m.</p>	<p>R4: No – minimum side yard at Q and R not met</p> <p>NR2: Yes</p>
<p>10.1.12 Exterior Side Yard</p> <p>The established building line, or where not applicable, 6m minimum.</p>	<p>Minimum required exterior side yard</p> <ul style="list-style-type: none"> - Townhouse: 2.4m (the wall of the attached garage facing the public street shall not be located more than 3.0m closer to the front lot line than either the main entry feature or main front entrance of the dwelling unit) 	<p>The minimum exterior side yard for Q, R and U is 2.5m.</p>	<p>R4: No</p> <p>NR2: Yes</p>
<p>10.1.13 Distance between exterior walls of townhouse buildings</p>	N/A	<p>The distance between the walls of building Q and R is 3.0m</p>	<p>R4: No</p>

<p>The minimum distance between the exterior walls of any two groups of townhouse dwellings on one lot shall be:</p> <p>i) where both ends of the group are one storey: 3m minimum</p> <p>ii) in all other circumstances: 5m minimum</p>			
<p>10.1.14 Distance between buildings – Apartments, Converted Buildings or Multiple Buildings</p> <p>The minimum distance between any two apartment buildings, converted buildings or multiple buildings located on one lot shall be a measurement equivalent to the average height of the two buildings; however, where neither external wall facing the other building contains the window of a habitable room, the distance may be reduced to one half the average height of the two buildings.</p>	N/A	The distance between the stacked townhouse buildings at Q and R is 3.0m.	R4: N/A
<p>10.1.15 Landscaped Open Space</p> <p>Minimum 35% of the lot</p>	N/A	The landscaped open space for U is 35%.	R4: Yes
<p>10.1.16 Building Height</p> <p>3 storeys maximum</p>	<p>Maximum height:</p> <p>- Townhouses: 11.0 m</p>	The stacked townhouses at Q, R, and U are 3 storeys tall.	<p>R4: Yes</p> <p>NR2: No</p>
<p>10.1.19 Regulations for Accessory Buildings and Structures</p> <p>Private garages and other accessory buildings and structures not attached to the main building shall:</p> <p>i) Not be used for human habitation;</p> <p>ii) Not be built closer to the front lot line than the main building on the lot;</p> <p>iii) Have a minimum exterior side yard abutting the street line of 6m for a detached parking garage on a corner lot. For a detached accessory structure that is not intended for the storage of parking of a motor vehicle, boat storage, snowmobile, etc. and does not have an associated driveway, a minimum 1m exterior side yard may be permitted.</p> <p>iv) Have a minimum interior side yard of 1m. Semi-detached garages may be centred on a mutual side lot line;</p> <p>v) Have a minimum rear yard of 1m;</p> <p>vi) Not exceed 4.5m in height;</p>	<p>28.1.6: Regulations for accessory buildings and structures</p> <p>Parking garages/other accessory buildings and structures not attached to the main building shall not be located within 1m of a side/rear lot line except that:</p> <p>a) On a corner lot where the minimum side yard abutting a street shall be 3m;</p> <p>b) Common semi-detached parking garages may be centred on a mutual side lot line;</p> <p>c) Where access to a parking garage is through a rear lot line, the garage may be located on the side lot line (zero lot line) and/or the rear lot line.</p>	<p>Detached garages for Building Q and R have a minimum interior side yard of 0.3m.</p> <p>The detached garages at building Q, R and U do not have a rear yard.</p> <p>The detached garages at building Q, R, and U have a minimum exterior side yard of 3m.</p> <p>Building Q has a garage coverage of 11%.</p> <p>Building R has a garage coverage of 16%.</p> <p>Building U has a garage coverage of 16%.</p>	<p>R4: No – exceeds lot coverage</p> <p>NR2: Yes</p>

vii) Not exceed 8% coverage of the lot area, provided that the coverage of all buildings on the lot shall not exceed 40% of the lot area;		Lot coverage for all buildings exceeds 40%.	
viii) Not be located within 1.5m of any other building or structure on the lot.			

The following zoning table identifies the relief required for the proposed site-specific R4 zone for buildings A, B, C.

R4 Zone Requirement	Proposed	Compliance										
10.1.1 Permitted Uses i) public use in accordance with the provisions of Section 5.3.2 ii) residential use	The proposed uses at buildings A, B, C are residential uses.	R4: Yes										
10.1.3 Permitted buildings and structures i) one unit of a semi-detached building on one lot; ii) one semi-detached dwelling on one lot; vii) townhouse dwelling including a townhouse dwelling for senior citizens and/or the disabled; viii) one multiple dwelling on one lot including a multiple dwelling for senior citizens and/or the disabled; xii) accessory buildings and structures for the permitted uses.	Buildings A, B, C are proposed to be townhouses.	R4: Yes										
10.1.4 Lot Area iv) townhouse dwelling: 215m ² minimum per dwelling unit	The lot area for building A is 853 m ² . The lot area for building B is 684 m ² . The lot area for building C is 830 m ² .	R4: Yes										
10.1.5 Lot Frontage iv) townhouse dwelling which does not front onto a public street: 30m minimum v) townhouse dwelling where each townhouse unit fronts onto a public street: 6.5m per unit minimum	The minimum lot frontage for individual townhouse units is 6.0 m. The lot frontage for the entire townhouse building is 38.4m.	R4: No										
10.1.6 Lot Coverage 40% maximum	The maximum lot coverage for building A is 41.5%. The maximum lot coverage for Building B is 43.9%. The maximum lot coverage for Building C is 42.7%.	R4: No										
<table border="1" data-bbox="205 1256 846 1448"> <thead> <tr> <th data-bbox="205 1284 569 1317">Type of Dwelling Unit</th> <th data-bbox="569 1284 846 1317">Minimum Floor Area</th> </tr> </thead> <tbody> <tr> <td data-bbox="205 1317 569 1349">Bachelor Unit</td> <td data-bbox="569 1317 846 1349">28 m²</td> </tr> <tr> <td data-bbox="205 1349 569 1382">One Bedroom Unit</td> <td data-bbox="569 1349 846 1382">42 m²</td> </tr> <tr> <td data-bbox="205 1382 569 1414">Two Bedroom Unit</td> <td data-bbox="569 1382 846 1414">56 m²</td> </tr> <tr> <td data-bbox="205 1414 569 1448">Three Bedroom Unit</td> <td data-bbox="569 1414 846 1448">70 m²</td> </tr> </tbody> </table>	Type of Dwelling Unit	Minimum Floor Area	Bachelor Unit	28 m ²	One Bedroom Unit	42 m ²	Two Bedroom Unit	56 m ²	Three Bedroom Unit	70 m ²	The townhouse units for building A, B, C are 3-bedroom units and have a minimum floor area of 49.99 m ² .	R4: No
Type of Dwelling Unit	Minimum Floor Area											
Bachelor Unit	28 m ²											
One Bedroom Unit	42 m ²											
Two Bedroom Unit	56 m ²											
Three Bedroom Unit	70 m ²											

Each Additional Bedroom	10 m ²		
10.1.9 Front Yard The established building line or where not applicable, 6m minimum.		The minimum front yard for buildings A, B, C is 4.5m	R4: No
10.1.10 Rear Yard 7m minimum		The minimum rear yard for buildings A, B, C is 4.7m.	R4: No
10.1.11 Interior Side Yard i) one unit of a semi-detached dwelling, or a townhouse unit: 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 1.5m minimum and 1m for each additional storey.		The minimum interior side yard for buildings A, B, C is 1.5m.	R4: No
10.1.12 Exterior Side Yard The established building line, or where not applicable, 6m minimum.		There are no exterior side yards	R4: N/A
10.1.13 Distance between exterior walls of townhouse buildings The minimum distance between the exterior walls of any two groups of townhouse dwellings on one lot shall be: i) where both ends of the group are one storey: 3m minimum ii) in all other circumstances: 5m minimum		The distance between the exterior walls of the townhouse buildings is 3.0m.	R4: No
10.1.15 Landscaped Open Space Minimum 35% of the lot		The minimum landscaped open space for building A is 58.5% The minimum landscaped open space for building B is 56.1%. The minimum landscaped open space for building C is 57.3%.	R4: Yes
10.1.16 Building Height 3 storeys maximum		The building height for buildings A, B, C is 3 storeys.	R4: Yes
10.1.19 Regulations for Accessory Buildings and Structures Private garages and other accessory buildings and structures not attached to the main building shall: i) Not be used for human habitation; ii) Not be built closer to the front lot line than the main building on the lot; iii) Have a minimum exterior side yard abutting the street line of 6m for a detached parking garage on a corner lot. For a detached accessory structure that is not intended for the storage of parking of a motor vehicle, boat storage, snowmobile, etc. and does not have an associated driveway, a minimum 1m exterior side yard may be permitted. iv) Have a minimum interior side yard of 1m. Semi-detached garages may be centred on a mutual side lot line;		The detached garages for buildings A, B, C has a minimum interior side yard of 1.3m. The detached garages have a lot coverage of 12% of the lot area. The detached garages do not have rear yard.	R4: No

<ul style="list-style-type: none"> v) Have a minimum rear yard of 1m; vi) Not exceed 4.5m in height; vii) Not exceed 8% coverage of the lot area, provided that the coverage of all buildings on the lot shall not exceed 40% of the lot area; viii) Not be located within 1.5m of any other building or structure on the lot. 		
--	--	--

The following zoning table identifies the relief required for the proposed site-specific NMU zone for buildings S, T and V.

NMU Zone Requirement	Proposed	Compliance
<p>29.1.1 Permitted Uses</p> <ul style="list-style-type: none"> i) apartment use; ii) commercial education use; iii) convenience commercial use; iv) eating establishment use; v) financial institution use; vi) gallery use; vii) institutional use; viii) office use; ix) personal service use including a dry-cleaning distribution station, but not a dry cleaning establishment; x) private or commercial club use; xi) retirement home use; xii) residential use as a secondary use in a commercial building; xiii) specialty food use including a butcher, baked goods outlet and delicatessen; xiv) studio use; xv) uses permitted in the NR2 Zone. 	<p>Buildings S, T and V are proposed to be mixed uses containing ground floor commercial uses with residential above.</p>	<p>NMU: Yes</p>
<p>29.1.2 Permitted Buildings and Structures</p> <ul style="list-style-type: none"> i) the buildings and structures permitted in the NR2 Zone; ii) a mixed use building or structure incorporating some or all of the permitted uses; iii) a non-residential building or structure incorporating a permitted use or uses; and, iv) accessory buildings and structures for the permitted uses. 	<p>Buildings S, T, and V are proposed to be mixed-use buildings.</p>	<p>NMU: Yes</p>
<p>29.1.4 Non-Residential Use and Mixed Use Building Regulations</p> <p>Buildings and structures for mixed and non-residential uses in accordance with the provisions of Table Two.</p>	<p><i>See compliance with Retail/Mixed Use 1 provisions below</i></p>	

<p>29.1.7 Regulations for Accessory Buildings and Structures Parking garages and other accessory buildings and structures not attached to the main building, with the exception of garden suites which shall be subject to the regulations in Table 3, shall not:</p> <ul style="list-style-type: none"> i) be used for human habitation; ii) be built closer to the front lot line than the main building on the lot; iii) be located within 1 m. (3.3 ft.) of a side or rear lot line, except that: <ul style="list-style-type: none"> a) on a corner lot where the minimum side yard abutting a street shall be 3 m.(10 ft.); b) common semi-detached parking garages may be centred on a mutual side lot line; c) where access to a parking garage is through a rear lot line, the garage may be located on the side lot line (zero lot line) and/or the rear lot line. iv) exceed 4.5 m (15 ft.) in height; v) exceed 8% coverage of the lot area; and, vi) be located within 1.5 metres (5 ft.) of any other building or structure on the lot. 	<p>The garages for buildings S, T and V are attached to the main building.</p>	<p>NMU: N/A</p>
<p>Retail/Mixed Use 1 – Zone Provision</p>		
<p>Maximum Lot Area: 0.6 ha</p>	<p>Building S has a lot area of 0.826 ha. Building T has a lot area of 0.826 ha. Building V has a lot area of 0.986 ha.</p>	<p>NMU: No</p>
<p>Minimum lot frontage: 20m</p>	<p>Building S has a lot frontage of 34.2m Building T has a lot frontage of 34.2m. Building V has a lot frontage of 30.8m.</p>	<p>NMU: Yes</p>
<p>Minimum required front yard: 1.8m</p>	<p>Building S, T and V has a minimum front yard of 1.8m.</p>	<p>NMU: Yes</p>
<p>Maximum front yard: 2.4m</p>	<p>Building S, T and V has a maximum front yard of 2.8m.</p>	<p>NMU: No</p>
<p>Minimum required exterior side yard: 1.8m</p>	<p>Building S has a minimum exterior side yard of 3.0 m (Building V)</p>	<p>NMU: Yes</p>
<p>Minimum required interior side yard: 0.0 m (the required yard shall be 3m on any side of the lot that abuts a Residential or Open Space Zone and the yard shall be used for landscaped open space)</p>	<p>Building S, T and V do not directly abut a Residential or Open Space Zone.</p>	<p>N/A</p>
<p>Minimum required rear yard: 7.5m</p>	<p>Building S, T and V do not have rear yards.</p> <p>A provision for a 30m² private amenity should be provided for each unit through balcony or rooftop.</p>	<p>NMU: No</p>
<p>Maximum lot coverage: 40%</p>	<p>Building S has a lot coverage of 71.7%. Building T has a lot coverage of 71.7%. Building V has a lot coverage of 67.7%.</p>	<p>NMU: No</p>
<p>Minimum landscaped open space: 20%</p>	<p>Building S has a landscaped open space of 25.4%. Building T has a landscaped open space of 25.4%.</p>	<p>NMU: Yes</p>

	Building V has a landscaped open space of 29.8%.	
Floor Space Index (FSI): N/A	N/A	N/A
Minimum height: N/A	N/A	N/A
Maximum height: 12.0m	Building S, T, V has a maximum building height of 11 m.	NMU: Yes

The following zoning table identifies the relief required for the proposed site-specific NMU zone for the retained barn area.

NMU Zone Requirement	Proposed	Compliance
<p>29.1.1 Permitted Uses</p> <ul style="list-style-type: none"> i) apartment use; ii) commercial education use; iii) convenience commercial use; iv) eating establishment use; v) financial institution use; vi) gallery use; vii) institutional use; viii) office use; ix) personal service use including a dry-cleaning distribution station, but not a dry cleaning establishment; x) private or commercial club use; xi) retirement home use; xii) residential use as a secondary use in a commercial building; xiii) specialty food use including a butcher, baked goods outlet and delicatessen; xiv) studio use; xv) uses permitted in the NR2 Zone. 	The retained barn structure may be used as a commercial/community amenity area with potential community uses including a coffeeshop, gathering area, studio space, public assembly, recreation or cultural use.	NMU: No
<p>29.1.2 Permitted Buildings and Structures</p> <ul style="list-style-type: none"> i) the buildings and structures permitted in the NR2 Zone; ii) a mixed use building or structure incorporating some or all of the permitted uses; iii) a non-residential building or structure incorporating a permitted use or uses; and, iv) accessory buildings and structures for the permitted uses. 	The retained barn is proposed to be a non-residential building which incorporates some of the permitted uses of the NR2 zone.	NMU: Yes
29.1.4 Non-Residential Use and Mixed Use Building Regulations Buildings and structures for mixed and non-residential uses in accordance with the provisions of Table Two.	<i>See compliance with Retail/Mixed Use 1 provisions below</i>	
29.1.7 Regulations for Accessory Buildings and Structures Parking garages and other accessory buildings and structures not attached to the main building, with the exception of garden suites which shall be subject to the regulations in Table 3, shall not:	The retained barn does not contain any accessory buildings.	N/A

<p>i) be used for human habitation; ii) be built closer to the front lot line than the main building on the lot; iii) be located within 1 m. (3.3 ft.) of a side or rear lot line, except that: a) on a corner lot where the minimum side yard abutting a street shall be 3 m.(10 ft.); b) common semi-detached parking garages may be centred on a mutual side lot line; c) where access to a parking garage is through a rear lot line, the garage may be located on the side lot line (zero lot line) and/or the rear lot line. iv) exceed 4.5 m (15 ft.) in height; v) exceed 8% coverage of the lot area; and, vi) be located within 1.5 metres (5 ft.) of any other building or structure on the lot.</p>		
Retail/Mixed Use 1 – Zone Provision		
Maximum Lot Area: 0.6 ha	The lot area for the commercial community barn is 0.2494 ha, inclusive of barn visitor parking.	NMU: Yes
Minimum lot frontage: 20m	Minimum lot frontage is 17.5m.	NMU: No
Minimum required front yard: 1.8m	Minimum front yard is 5.3m. This dimension excludes the existing silo structures located in front of the barn.	NMU: Yes
Maximum front yard: 2.4m	Maximum front yard is 6.1m.	NMU: No
Minimum required exterior side yard: 1.8m	Minimum exterior side yard (to block line) is 2.6m.	NMU: Yes
Minimum required interior side yard: 0.0 m (the required yard shall be 3m on any side of the lot that abuts a Residential or Open Space Zone and the yard shall be used for landscaped open space)	N/A	N/A
Minimum required rear yard: 7.5m	The commercial community barn features a parkette.	NMU: Yes
Maximum lot coverage: 40%	The commercial community barn has a lot coverage of 17.5%.	NMU: Yes
Minimum landscaped open space: 20%	The landscaped area for the commercial community barn is 47.7%.	NMU: Yes
Floor Space Index (FSI): N/A	N/A	N/A
Minimum height: N/A	N/A	N/A
Maximum height: 12.0m	Height of the commercial community hub is 10.18m.	NMU: Yes

The following zoning table identifies the relief required for the proposed site-specific NR2 zone for the retained residential farmhouse.

NR2 Zone Requirement	Proposed	Compliance
<p>28.1.1 Permitted Uses</p> <ul style="list-style-type: none"> i) accessory use, including a garden suite use; ii) day nursery use; iii) group home use in accordance with the provisions of Section 5.2.2; iv) home occupation use; v) public use in accordance with the provisions of Section 5.3.2; vi) residential use. 	<p>The retained residential farmhouse will contain residential uses.</p>	<p>NR2: Yes</p>
<p>28.1.2 Permitted Buildings and Structures</p> <ul style="list-style-type: none"> i) one single-detached dwelling on one lot; ii) one unit of a semi-detached dwelling on one lot; iii) one semi-detached dwelling on one lot; iv) one duplex dwelling on one lot; v) one converted dwelling on one lot with a maximum of two dwelling units; vi) one linked dwelling on one lot; vii) one triplex dwelling on one lot; viii) one fourplex dwelling on one lot; ix) one unit of a fourplex dwelling on one lot; x) one townhouse dwelling on one lot; xi) one townhouse dwelling unit on one lot; xii) buildings and structures for public uses in accordance with the provisions of Section 5.3.2; xiii) accessory buildings and structures for the permitted uses. 	<p>The retained residential farmhouse is a single-detached dwelling.</p>	<p>NR2: Yes</p>
<p>Minimum Lot Frontage (on a lot not accessed by a lane)</p> <ul style="list-style-type: none"> - Single-detached: 9.0m 	<p>The lot frontage for the retained residential farmhouse is 34.1m.</p> <p>The lot frontage is measured from the front lot line, which shall be the side that intersects the driveway.</p>	<p>NR2: Yes</p>
<p>Minimum Required Front Yard (on a lot not accessed by a lane)</p> <ul style="list-style-type: none"> - Single-detached: 4.5m (At least 70% of the front wall of the main building shall be located within 1.5 metres of, or on, the building line. In no case shall the front wall be located in the minimum required front yard) 	<p>The front yard for the retained residential farmhouse is 4.3 m.</p> <p>The front yard is measured from the front lot line, which shall be the side that intersects the driveway.</p>	<p>NR2: Yes</p>

<p>Maximum driveway width on a lot not accessed by a lane (On lot with frontages greater than 11.6m):</p> <ul style="list-style-type: none"> - Single-detached: 6.1m - Single-detached (shallow-wide lots): 6.1m 	The driveway width leading to the detached garage is 6.1m.	NR2: Yes
<p>Maximum garage width on a lot that is not accessed by a lane (on a lot with a lot frontage of less than 11.6m)</p> <ul style="list-style-type: none"> - Single-detached: 3.5m - Single-detached (shallow-wide lots): N/A 	The width of the detached garage is 6.1m.	NR2: Yes
<p>Minimum required exterior side yard</p> <ul style="list-style-type: none"> - Single-detached: 2.4m (The wall of an attached private garage that contains the opening for vehicular access shall be set back a minimum of 5.8 metres from the lot line that the driveway crosses to access the private attached garage. If the driveway does not cross a sidewalk, the minimum setback for the wall of the attached private garage that contains the opening for vehicular access is 4.5 m) - Single-detached (shallow-wide lots): same as above 	The retained residential farmhouse has a minimum exterior side yard of 3.8m.	NR2: Yes
<p>Minimum required interior side yard (On lot with frontages greater than 11.6m)</p> <ul style="list-style-type: none"> - Single Detached 1.2m and 0.6m (The required interior side yard on one side is 2.75 metres if a detached private garage is located in the rear yard and is accessed by a driveway crossing the front lot line) 	The interior side yard is 3 m.	NR2: Yes
<p>Minimum required rear yard (on a lot not accessed by a lane):</p> <ul style="list-style-type: none"> - Single-detached: 7.5m - Single-detached (shallow-wide lots): 7.0m 	The retained residential farmhouse has a rear yard 2.8m.	NR2: No
<p>Maximum Height</p> <ul style="list-style-type: none"> - Single-detached: 11.0m - Single-detached (shallow-wide lots): 11.0m - Semi-detached: 11.0m - Townhouse: 11.0m 	Height of the residential dwelling is 10.69m.	NR2: Yes
<p>Maximum lot coverage</p> <ul style="list-style-type: none"> - Single-detached: 50% - Single-detached (shallow-wide lots): 50% 	The lot coverage of the retained residential farmhouse is 22%	NR2: Yes

<p>Driveway Setback</p> <ul style="list-style-type: none"> - Single-detached: 0m - Single-detached (shallow-wide lots): 0m 	<p>There is no driveway setback from the front property line.</p>	<p>NR2: Yes</p>
<p>28.1.6: Regulations for accessory buildings and structures Parking garages/other accessory buildings and structures not attached to the main building shall not be</p> <p>ii) be built closer to the front lot line than the main building on the lot;</p> <p>iii) located within 1m of a side/rear lot line except that:</p> <ul style="list-style-type: none"> a) On a corner lot where the minimum side yard abutting a street shall be 3m; b) Common semi-detached parking garages may be centred on a mutual side lot line; c) Where access to a parking garage is through a rear lot line, the garage may be located on the side lot line (zero lot line) and/or the rear lot line. <p>iv) exceed 4.5m in height; v) exceed 8% coverage of the lot area; and vi) be located within 1.5m of any other building or structures on the lot.</p>	<p>The detached garage is built closer to the front lot line than the main building on the lot.</p>	<p>NR2: Yes</p>

7.0 **APPENDICES**

APPENDIX A: DRAFT ZONING BY-LAW AMENDMENT

The Corporation of the Town of Cobourg

By-law Number XXXX-2021

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 85-2003 (Subject Lands municipally known as 540 King Street East, Cobourg)

WHEREAS the Municipal Council of the Corporation of the Town of Cobourg convened a Public Meeting in accordance with the Planning Act, R.S.O 1990, c.P.12, as amendment, on **DATE** regarding an application by **APPLICANT** to approve a Zoning By-Law Amendment for lands municipally known as 540 King Street East.

AND WHEREAS the Council of the Corporation of the Town of Cobourg duly considered all public submissions, the applicant's background information, 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 enacts as follows:

1. That Schedule 'A' 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 Rural Exception 3 (RU-3) Zone – Rural Estate Lots for 'Development Area C' to Residential 4 Exception Zone (R4-xx), Neighbourhood Mixed Use Exception Zone (NMU-xx), Neighbourhood Residential Exception Zone (NR2-xx), Environmental Constraint Zone (EC) and Open Space Zone (OS).

2. That By-law 85-2003, Section 10.2 is hereby amended by the addition of the following subsections:

Add definition:

Exterior Side Yard shall mean a side yard immediately adjoining a public street, or private road, excluding a lane.

Stacked Townhouse shall mean a townhouse with demising walls which separate dwelling units vertically and horizontally.

3. That By-law 85-2003, Section 28.2 is hereby amended by the addition of the following subsections:

28.2.X Neighborhood Residential 2 Exception X (NR2-X) – Lands within 540 King Street East

28.2.X.1 Defined Area

NR2-X as shown on Map 5, portion of Schedule A to this By-law

28.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 28.1.1

28.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 28.1.2

28.2.X.4 Regulations for Permitted Uses in the NR2-X Zone

The regulations of Section 28.1 shall apply to the permitted uses in the NR2-X Zone, with the exception of the following:

Lot Frontage

- i) For the purpose of the NR2-X zone, the front lot line shall be the lot line which contains the main front feature.

Rear Yard

- i) Single detached dwelling: 11.4m for lot accessed by a lane
- ii) Townhouses: 5.5m

Regulations for Accessory Buildings and Structures Detached parking garages shall not require a minimum setback from the rear lot line

28.2.X Neighborhood Residential 2 Exception X (NR2-X) – Lands within 540 King Street East

28.2.X.1 Defined Area

NR2-X as shown on Map 5, portion of Schedule A to this By-law

28.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 28.1.1

28.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 28.1.2

28.2.X.4 Regulations for Permitted Uses in the NR2-X Zone

The regulations of Section 28.1 shall apply to the permitted uses in the NR2-X Zone, with the exception of the following:

Rear Yard

Single-Detached	For the purpose of the NR2-X zone, the front lot line is identified as the side that intersects with the driveway. Minimum rear yard shall be 2.8m
-----------------	--

Regulations for Accessory Buildings and Structures

Private garages and other accessory buildings and structures not attached to the main building shall: Notwithstanding 28.1.6 ii), the detached parking garage shall be set back 2.6m from the front lot line

4. That By-law 85-2003, Section 10.2 is hereby amended by the addition of the following subsections:

10.2.X R4 Multiple Residential 4 Exception X (R4-X) – Lands within 540 King Street East

10.2.X.1 Defined Area

R4-X as shown on Map 5, portion of Schedule A to this By-law

10.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 10.1.1 and 10.1.2

10.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 10.1.3

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

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

Lot Area	Minimum lot area for a townhouse dwelling shall be 205m ² per 2 stacked dwelling units
Lot Frontage	Minimum lot frontage for a townhouse dwelling accessed from a rear lane shall be 6 m
Lot Coverage	Maximum lot coverage shall be 48%
Front Yard	Minimum front yard shall be 4.5m
Rear Yard	For buildings that do not have individual rear yard amenities, they shall have a common outdoor amenity area of 19m ² area (minimum).
Interior Side Yard	Minimum interior side yard shall be 1.5m total.
Exterior Side Yard	Notwithstanding 10.1.12 Exterior Sideyard Setback, Townhouse buildings shall not be located within 2.5m of a private road. Accessory structures from the wall of the building to the lot line shall have a 0m exterior sideyard setback.
Distance Between Buildings	Minimum distance between any two Townhouse buildings located on one lot shall be 3.0m.
Regulations for Accessory Buildings and Structures	Private garages and other accessory buildings and structures not attached to the main building shall: Notwithstanding 10.1.19 iii), detached garages shall have a minimum exterior sideyard of 3.0m. Notwithstanding 10.1.19 iv), detached garages shall have an interior side yard of 0.3m. Notwithstanding 10.1.19 vii), detached garages shall not exceed 16% of the lot area, provided that the coverage of all buildings on the lot shall not exceed 48% of the lot area.

10.2.X R4 Multiple Residential 4 Exception X (R4-X) – Lands within 540 King Street East

10.2.X.1 Defined Area

R4-X as shown on Map 5, portion of Schedule A to this By-law

10.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 10.1.1 and 10.1.2

10.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 10.1.3

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

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

Lot Frontage	v) townhouse dwelling where each unit fronts onto a public street: For the purpose of the R4-X zone, townhouses shall have their frontage determined by the portion which contains the main entrance. The private road shall be considered a public street. Each townhouse dwelling unit shall have a minimum lot frontage of 6.0m
Lot Coverage	Maximum lot coverage shall be 44%
Floor Area per Dwelling Unit	Minimum Floor Area for Three-Bedroom Units shall be 50 m ²
Front Yard	Minimum front yard shall be 4.5m
Rear Yard	Minimum rear yard shall be 4.7 m
Interior Side Yard	i) one unit of a semi-detached dwelling, or a townhouse unit: No interior sideyard shall be required between the common vertical wall dividing one dwelling unit from another. The sideyard on the other side of the unit shall be 1.5m minimum in total.
Distance between Exterior Walls of Townhouses	Minimum distance between the exterior walls of any two groups of townhouse dwellings on one lot shall be 3.0m minimum in total
Regulations for Accessory Buildings and Structures	For the purpose of the R4-X zone, the townhouse buildings and their respective detached garages are considered to be located on a single lot. Notwithstanding 10.1.19 v), detached garages shall have no minimum rear yard. Notwithstanding 10.1.19 vii), detached garages shall not exceed 12% of the lot area, provided that the coverage of all buildings on the lot shall not exceed 44% of the lot area.

5. That By-law 85-2003, Section 29.2 is hereby amended by the addition of the following subsections:

29.2.X Neighbourhood Mixed Use (NMU-X) Regulations – Lands within 540 King Street East

29.2.X.1 Defined Area

NMU-X as shown on Map 5, portion of Schedule A to this By-law

29.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 29.1.1 in addition to the following:

- Retail Commercial Use
- Fresh fruit, vegetable and flower sales use
- Market Use

29.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 29.1.2

29.2.X.4 Regulations for Permitted Uses in the NMU-X Zone

The regulations of Section 29.1.2 shall apply to the permitted uses in the NMU-X Zone, with the exception of the following:

Lot Area	Maximum lot area shall be 1 ha
Front Yard	Maximum Front Yard shall be 2.8m
Rear Yard	Townhouses that do not have rear yards shall have a private amenity area of 30m ² provided through a balcony or rooftop area. The attached garage shall be set back 1m from the private lane
Lot Coverage	Maximum lot coverage shall be 72%

29.2.X Neighbourhood Mixed Use (NMU-X) Regulations – Lands within 540 King Street East

29.2.X.1 Defined Area

NMU-X as shown on Map 5, portion of Schedule A to this By-law

29.2.X.2 Permitted Uses and Permitted Accessory Uses

The uses permitted shall be in accordance with Section 29.1.1 in addition to the following:

- Retail Commercial Use
- Market Use
- Public Place of Assembly Use
- Recreation and Community Centre Use
- Cultural Use

29.2.X.3 Permitted Buildings and Structures

The permitted buildings and structures shall be in accordance with Section 29.1.2

29.2.X.4 Regulations for Permitted Uses in the NMU-X Zone

The regulations of Section 29.1.2 shall apply to the permitted uses in the NMU-X Zone, with the exception of the following:

Lot Frontage

Minimum lot frontage shall be 17.5m

Front Yard

For the purpose of the NMU-X zone, the front yard calculation excludes the silos. Maximum front yard shall be 6.1m

Schedule 'B'

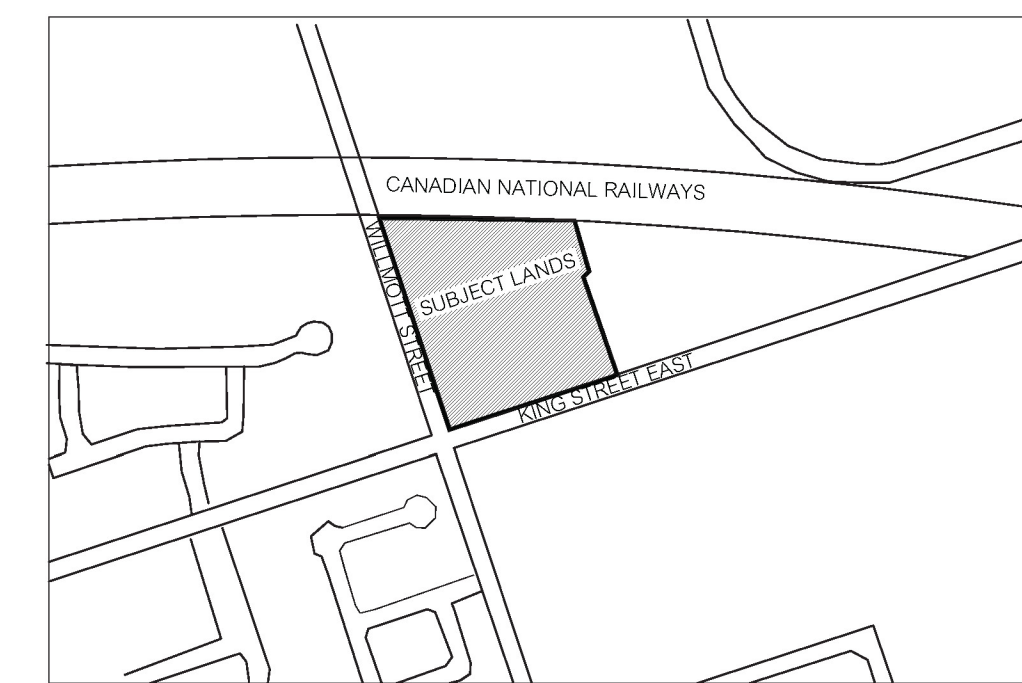


Areas to be rezoned from Rural Exception 3 (RU-3) Zone – Rural Estate Lots for ‘Development Area C’ to Residential 4 Exception Zone (R4-xx), Neighbourhood Mixed Use Exception Zone (NMU-xx), Neighbourhood Residential Exception Zone (NR2-xx), Environmental Constraint Zone (EC) and Open Space Zone (OS).

APPENDIX B: DRAFT PLAN OF SUBDIVISION

REVISIONS		
DRAWING NO.	DATE	DESCRIPTION
A	MAR 20, 2022	NEW DRAFT PLAN 'A'
A	APRIL 5, 2022	REVISE LEGEND

METRIC: DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



KEYMAP (NOT TO SCALE)

DRAFT PLAN OF SUBDIVISION

SECTION 51, PLANNING ACT

- | | |
|-----------------------------------|-------------------------------|
| A) AS SHOWN ON THE DRAFT PLAN | G) AS SHOWN ON THE DRAFT PLAN |
| B) AS SHOWN ON THE DRAFT PLAN | H) MUNICIPAL PIPED WATER |
| C) AS SHOWN ON THE DRAFT PLAN | I) SANDY LOAM |
| D) AS SHOWN ON THE LAND USE TABLE | J) AS SHOWN ON THE DRAFT PLAN |
| E) AS SHOWN ON THE DRAFT PLAN | K) FULL MUNICIPAL SERVICES |
| F) AS SHOWN ON THE DRAFT PLAN | L) AS SHOWN ON THE DRAFT PLAN |

SITE INFORMATION

SITE AREA

TOTAL SITE AREA: 3.97 HA

PARKING

RESIDENTIAL (DETACHED, SEMI-DETACHED):	REQUIRED
RESIDENTIAL (TOWNHOUSES):	2.0 P/UNIT
MIXED-USE:	1.0 P/UNIT
RETAIL:	3 P/100M ² GFA

SETBACKS

	F.Y.	C.Y.	S.Y.	R.Y.
DETACHED	4.5M	2.4M	1.2M	7.5M
SEMI-DETACHED	4.5M	2.4M	1.2M	7.5M
TOWNHOUSES	4.5M	2.4M	1.2M	-
MIXED-USE	1.8M	1.8	0M	-

DEVELOPMENT STATISTICS

RESIDENTIAL UNITS

DETACHED:	7
SEMI-DETACHED:	4
TOWNHOUSES:	55
MIXED-USE:	24
TOTAL:	90

PARKING

	REQUIRED	PROVIDED
RESIDENTIAL:	87	122
VISITOR:	22	45
COMMERCIAL:	36	38
TOTAL:	145	205

OPEN SPACE

CENTRAL PARK	0.134 HA
BARN PLAZA	0.085 HA

LAND CONVEYANCES

EMBANKMENT	0.313 HA
FUTURE ROAD WIDENING	0.097 HA

BLOCK USAGE

BLOCK 1	MIXED USE
BLOCK 2	MIXED USE
BLOCK 3	MIXED USE
BLOCK 4	STACKED TOWNS
BLOCK 5	HERITAGE HOUSE
BLOCK 6	STACKED TOWNS
BLOCK 7	DETACHED & SEMI DETACHED
BLOCK 8	TOWNHOMES
BLOCK 9	TOWNHOMES
BLOCK 10	MIXED USE BARN STRUCTURE
BLOCK 11	EMBANKMENT
BLOCK 12	FUTURE ROAD WIDENING
BLOCK 13	COMMON ELEMENT

OWNERS AUTHORIZATION

WE BEING THE REGISTERED OWNERS OF THE SUBJECT LANDS HEREBY AUTHORIZE FOTENN PLANNING & DESIGN TO PREPARE A DRAFT PLAN OF SUBDIVISION AND TO MAKE APPLICATION TO THE TOWN OF COBURG FOR APPROVAL THEREOF.

DATE: _____ SIGNED: KANE,RUTH,DEBORAH Digitally signed by KANE,RUTH,DEBORAH,1167009111 Date: 2022.04.21 23:32:42 -0400

RUTH DEBORAH KANE
540 KING STREET EAST
COBURG

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

DATE: April 21, 2022 SIGNED: Merrill McLean

MERRILL MCLEAN
ONTARIO LAND SURVEYOR
DPP SURVEYORS
1101 BOUNDARY RD.
OSHAWA, ON L1J 8P8

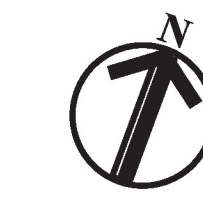
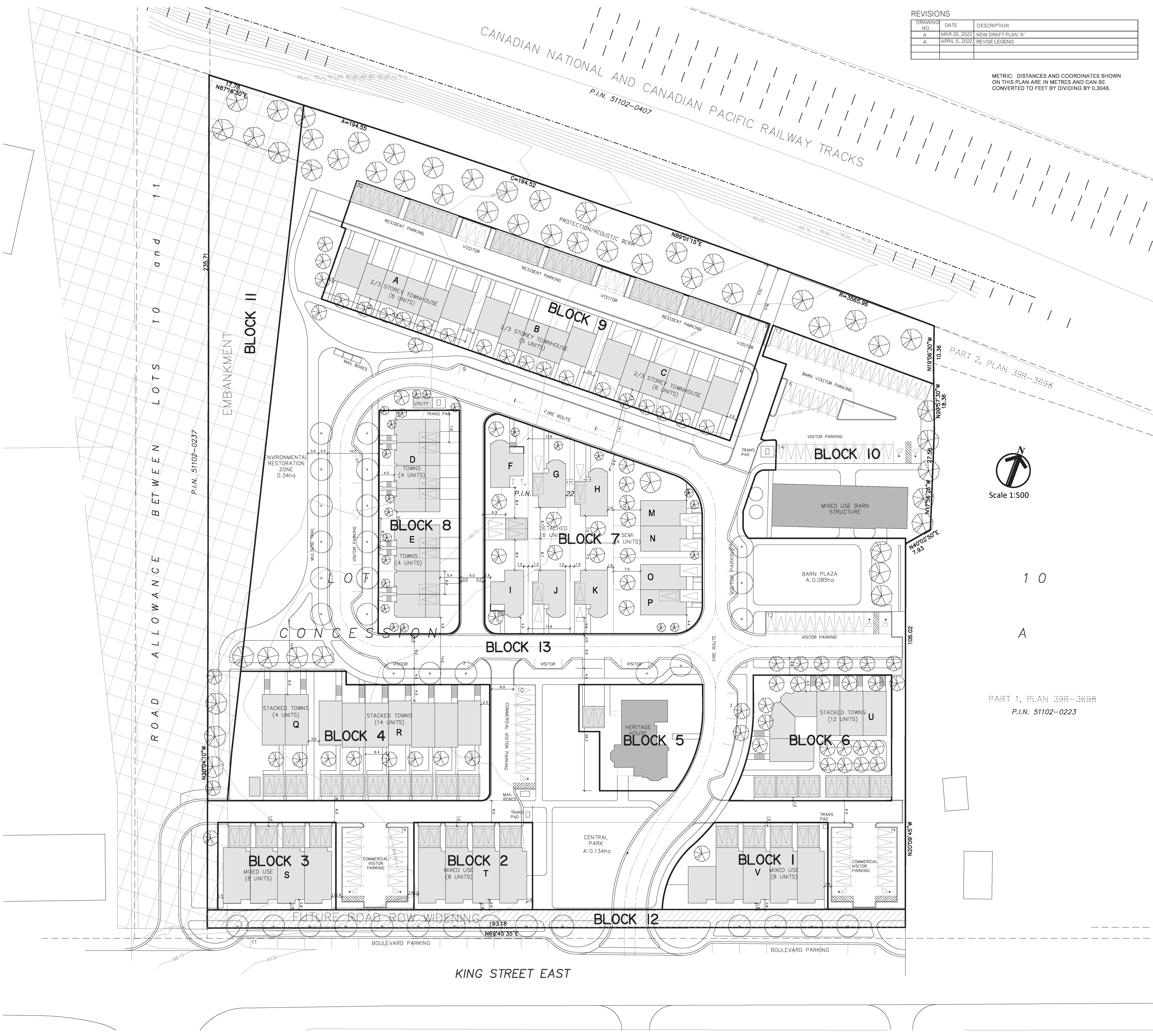
DRAFT PLAN OF SUBDIVISION
540 KING STREET
PART OF LOT 10, CONCESSION A
GEOGRAPHIC TOWNSHIP OF HAMILTON
TOWN OF COBURG
COUNTY OF NORTHUMBERLAND

SCALE: 1 : 500 JOB NO. P2020-001 DESIGNED: TK DRAWING NO.

CHECKED: MDM DATE: APRIL 12, 2022 DRAWN: TK

CLIENT:

SUNNYSIDE VILLAGE INC.



Scale 1:500

10

A

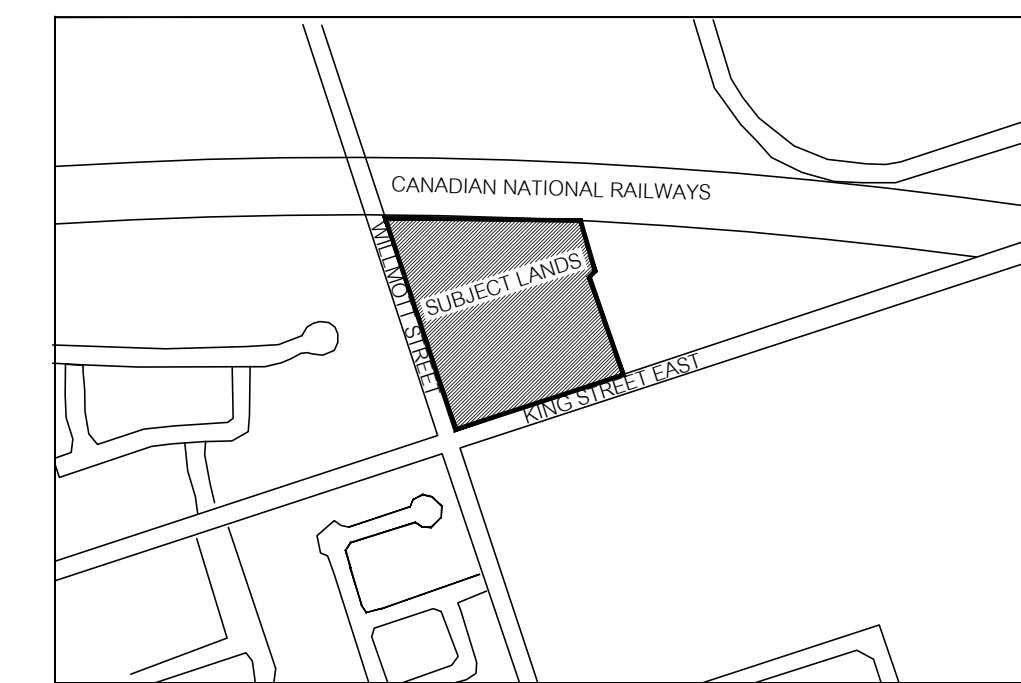
PART 1, PLAN 39R-3698

P.I.N. 51102-0223

KING STREET EAST

REVISIONS		
DRAWING NO.	DATE	DESCRIPTION
A	MAR 20, 2022	NEW DRAFT PLAN 'A'
A	APRIL 5, 2022	REVISE LEGEND

METRIC: DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



KEYMAP (NOT TO SCALE)

DRAFT PLAN OF SUBDIVISION

SECTION 51, PLANNING ACT

- | | |
|-----------------------------------|-------------------------------|
| A) AS SHOWN ON THE DRAFT PLAN | G) AS SHOWN ON THE DRAFT PLAN |
| B) AS SHOWN ON THE DRAFT PLAN | H) MUNICIPAL PIPED WATER |
| C) AS SHOWN ON THE DRAFT PLAN | I) SANDY LOAM |
| D) AS SHOWN ON THE LAND USE TABLE | J) AS SHOWN ON THE DRAFT PLAN |
| E) AS SHOWN ON THE DRAFT PLAN | K) FULL MUNICIPAL SERVICES |
| F) AS SHOWN ON THE DRAFT PLAN | L) AS SHOWN ON THE DRAFT PLAN |

SITE INFORMATION

SITE AREA

TOTAL SITE AREA: 3.97 HA

PARKING

	REQUIRED
RESIDENTIAL (DETACHED, SEMI-DETACHED):	2.0 P/UNIT
RESIDENTIAL (TOWNHOUSES):	1.0 P/UNIT
MIXED-USE:	1.0 P/UNIT
RETAIL:	3 P/100M ² GFA

SETBACKS

	F.Y.	C.Y.	S.Y.	R.Y.
DETACHED	4.5M	2.4M	1.2M	7.5M
SEMI-DETACHED	4.5M	2.4M	1.2M	7.5M
TOWNHOUSES	4.5M	2.4M	1.2M	-
MIXED-USE	1.8M	1.8	0M	-

DEVELOPMENT STATISTICS

RESIDENTIAL UNITS

DETACHED:	7
SEMI-DETACHED:	4
TOWNHOUSES:	55
MIXED-USE:	24
TOTAL:	90

PARKING

	REQUIRED	PROVIDED
RESIDENTIAL:	87	122
VISITOR:	22	45
COMMERCIAL:	36	38
TOTAL:	145	205

OPEN SPACE

CENTRAL PARK	0.134 HA
BARN PLAZA	0.085 HA

LAND CONVEYANCES

EMBANKMENT	0.313 HA
FUTURE ROAD WIDENING	0.097 HA

BLOCK USAGE

BLOCK 1	MIXED USE
BLOCK 2	MIXED USE
BLOCK 3	MIXED USE
BLOCK 4	STACKED TOWNS
BLOCK 5	HERITAGE HOUSE
BLOCK 6	STACKED TOWNS
BLOCK 7	DETACHED & SEMI DETACHED
BLOCK 8	TOWNHOMES
BLOCK 9	TOWNHOMES
BLOCK 10	MIXED USE BARN STRUCTURE
BLOCK 11	EMBANKMENT
BLOCK 12	FUTURE ROAD WIDENING
BLOCK 13	COMMON ELEMENT

OWNERS AUTHORIZATION

WE BEING THE REGISTERED OWNERS OF THE SUBJECT LANDS HEREBY AUTHORIZE FOTENM PLANNING & DESIGN TO PREPARE A DRAFT PLAN OF SUBDIVISION AND TO MAKE APPLICATION TO THE TOWN OF COBURG FOR APPROVAL THEREOF.

DATE: _____ SIGNED: _____

RUTH DEBORAH KANE
540 KING STREET EAST
COBURG

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

DATE: April 21, 2022 SIGNED: *Merrill McLean*

MERRILL MCLEAN
ONTARIO LAND SURVEYOR
DPP SURVEYORS
1101 BOUNDARY RD.
OSHAWA, ON L1J 8P8

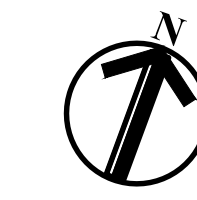
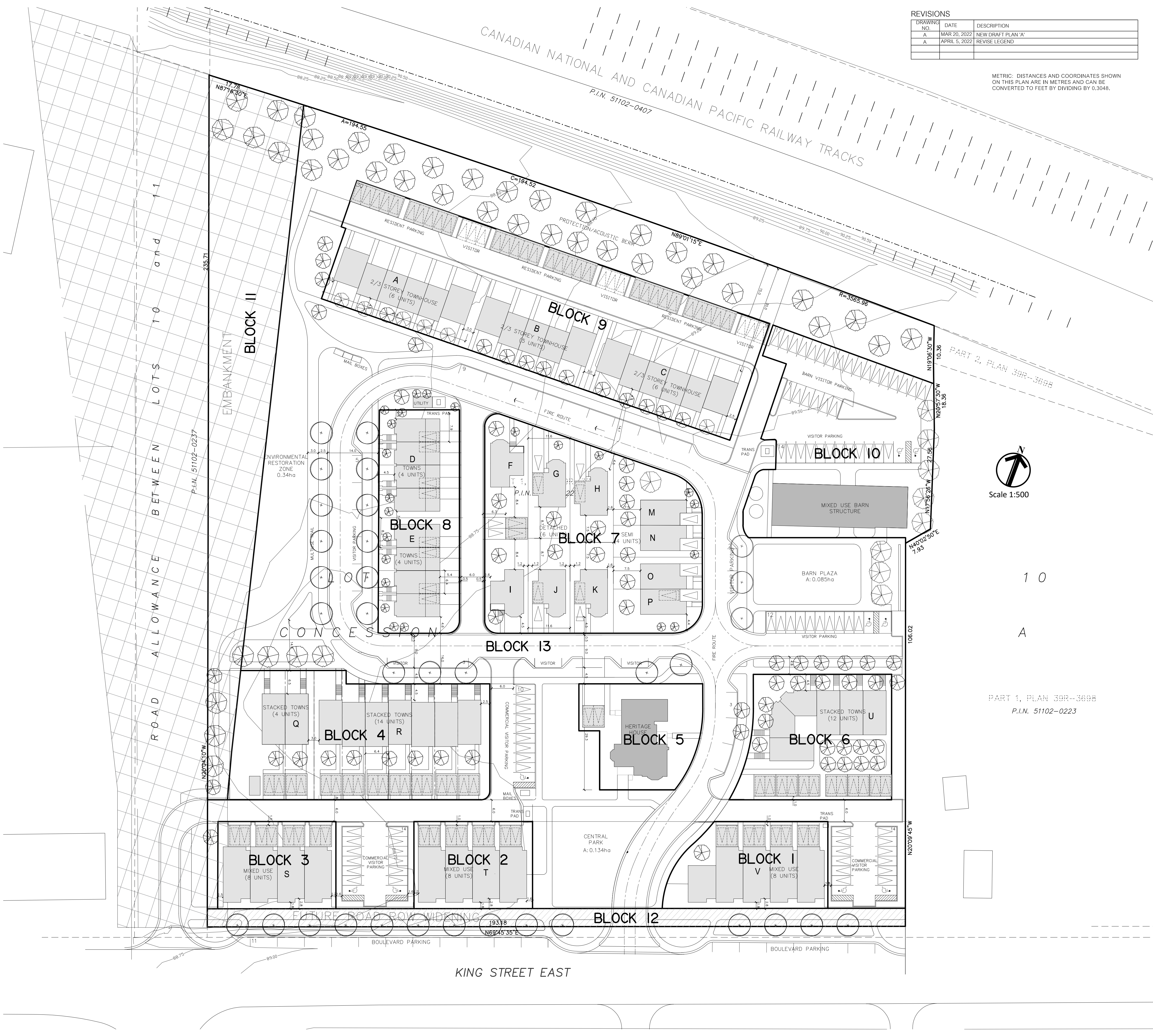
DRAFT PLAN OF SUBDIVISION
540 KING STREET
PART OF LOT 10, CONCESSION A
GEOGRAPHIC TOWNSHIP OF HAMILTON
TOWN OF COBURG
COUNTY OF NORTHUMBERLAND

SCALE: 1:500 JOB NO. P2020-001 DESIGNED: TK DRAWING NO.

CHECKED: MDM DATE: APRIL 12, 2022 DRAWN: TK

CLIENT:

SUNNYSIDE VILLAGE INC.



Scale 1:500

10

A

PART 1, PLAN 39R-3698

P.I.N. 51102-0223

KING STREET EAST