

STAFF REPORT

THE CORPORATION OF THE TOWN OF COBOURG



Report to:	Mayor and Council Members	Priority:	<input type="checkbox"/> High <input type="checkbox"/> Low
Submitted by:	Teresa Behan, Deputy Director Community Services tbehan@cobourg.ca	Meeting Type:	Open Session <input checked="" type="checkbox"/> Closed Session <input type="checkbox"/>
Meeting Date:	January 21, 2021		
Report No.:	Community Services-005-21		
Submit comments to Council			

Subject/Title: East Pier Design and Update to Council

RECOMMENDATION:

THAT Council receive this report for information.

1. STRATEGIC PLAN

The Town of Cobourg Strategic Plan (2019-2022) includes the following Strategic Actions:

Invest in programs, services and infrastructure to make Cobourg more Accessible,

Repair and rejuvenate the East Pier.

2. PUBLIC ENGAGEMENT

Council awarded the East Pier Design and Engineering to MBTW on June 22, 2020 and staff worked closely with the consultants who started immediately.

A survey and three design concepts were published on the Town of Cobourg's platform Bang the Table. Public engagement took place from September 4, 2020 to October 5, 2020. A review on the survey results and comments from Bang the Table are attached as Appendix "A"

3. PURPOSE

4. ORIGIN AND LEGISLATION

At the regular meeting of Cobourg Council on October 21, 2019 the following motion was passed:

WHEREAS at the Committee of the Whole Meeting on October 15, 2019, Council considered a Memo from the Director of Community Services, regarding the Waterfront Plan – Design and Engineering for the East Pier and Campground – Consultation Report;

NOW THEREFORE BE IT RESOLVED THAT Council instruct staff to procure engineering and other professional services to develop drawings, costs and tender documents for the following:

- 1. East Pier structural repairs to enable a combination of pedestrian and light vehicle use (Option 4);*
- 2. Essential East Pier enhancements that include:*
 - a. Seating/lookouts;*
 - b. Pedestrian walkways;*
 - c. Electrical upgrades and pedestrian lighting;*
 - d. Accessibility enhancements (from the East Pier to Victoria Beach) (to be costed separately);*
 - e. Perimeter railings;*
- 3. Optional East Pier enhancements (to be costed separately) that include:*
 - a. Charter boat and deep water docking;*
 - b. Food concession;*
 - c. Pedestrian access to the lighthouse;*

AND FURTHER THAT the \$100,000 allocated to East Pier Improvements in the 2019 Capital Budget be used to pay for the engineering and other professional services outlined above, and if any additional funds are required, that the amount be submitted to Council for approval;

AND FURTHER THAT the procured drawings/costings for East Pier repairs and enhancements be presented to Council for approval by September 2020 prior to issuing RFPs/tendering;

AND FURTHER THAT the estimated construction costs of East Pier structural repairs be reflected through the 2020 Budget process.

5. BACKGROUND

Once the firm MBTW started to work on the Pier design it was determined that a complete Heritage Assessment also needed to be completed on the pier.

The firm Branch Architecture of Prince Edward County completed a Heritage Assessment and is attached as Appendix B. The findings of the report support the designation of the Pier as a significant heritage resource under Part IV of the Heritage Act. Should Council wish to pursue this in the future a separate report and Bylaw would be necessary.

6. ANALYSIS

MBTW has completed a power point presentation and will be presenting to Council. MBTW will be updating Council and going over next steps.

7. FINANCIAL IMPLICATIONS/BUDGET IMPACTS

Cost estimates will be provided to council once final designs are performed.

8. CONCLUSION

MBTW will be completing the design and preparing ready to tender drawings for the East Pier. This work will not be tendered until the remaining harbour infrastructure repairs have been prioritized. The successful proponent for the design of the harbour infrastructure repairs will determine the construction phasing for all harbour repairs including the East Pier.

Report Approval Details

Document Title:	East Pier Design and Update to Council - Community Services-005-21.docx
Attachments:	- Public Engagement Report East Pier Revitalization Concept Development Review (Bang the Table).pdf - East Pier Cultural Heritage Evaluation Report 2020.11.12.pdf
Final Approval Date:	Jan 12, 2021

This report and all of its attachments were approved and signed as outlined below:

Tracey Vaughan, Chief Administrative Officer - Jan 12, 2021 - 12:56 PM



ENGAGE COBOURG

Your voice, your town.

Public Engagement Report

Waterfront Plan:

East Pier Revitalization Concept Development Review

Date: November 3, 2020

Prepared by: Communications Department

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Background

About the Waterfront Plan

Cobourg's waterfront is a defining part of the town. Previously an industrial port, community and political will has transformed the waterfront into an important community destination focused on recreation, cultural, tourism and the environment. However, this transformation is ongoing. While the industrial past is well hidden, there is still work to be done to address the needs of the community now and in the future.

Project #1: East Pier - User Needs Assessment and Detailed Design Plan

The Waterfront User Needs Assessment and Detailed Design Plan (Waterfront Plan), which was adopted by Council in 2018, provides the community with a roadmap for creating a beautiful, accessible and sustainable waterfront. The Plan recommends 83 initiatives in 24 projects to enhance Cobourg's waterfront over a 24-year period. Each project requires Council's approval, and the repair and enhancement of the East Pier is one of the first projects under consideration.

The East Pier is a popular, year-round destination for residents and tourists. Situated on the east side of the harbour, the main trunk of the pier is 400 metres long and 30 metres wide at its widest point. It is largely unobstructed and features a toe rail along the edge and several seating nodes. The coast guard building and dock are at the north end. At the south end, the pier ends and connects to the breakwater which leads to the lighthouse. However, the pier is showing its age. Having been modified and expanded since 1832, the pier now has structural issues and requires ongoing maintenance and repair to fix sinkholes.

In 2018, the East Pier was closed to vehicular traffic due to health and safety concerns following a period of high water levels (Award of East Pier Condition Assessment and Reallocation of Funds). In 2018, Shoreplan conducted an engineering assessment of the pier and provided four options for addressing its structural integrity. Once the East Pier is structurally repaired, enhancements will be made to improve its functionality (nine enhancements were recommended by the Waterfront User Needs Assessment and Detailed Design Plan).

Project #2: East Pier - Revitalization Concept Development Review

The repair and enhancement of the East Pier is one of the first projects under consideration. To confirm the directions for improvements to the East Pier and the adjacent Campground, the Town conducted additional public engagement in the summer of 2019.

In October 2019, the Committee of the Whole approved the outcome of the User Needs Assessment and Detailed Design Plan and the following public engagement.

- To move the East Pier project into the next stage of development, the Town has engaged:
- Shoreplan Engineering to assess the condition of the Harbour Breakwaters and Basin Walls;
- Branch Architecture to review the cultural heritage aspects of the East Pier and lighthouse; and
- The MBTW Group consulting team to proceed with the Detailed Design of the East Pier.

Background (continued)



The following Resolution was passed through Cobourg Municipal Council in respect to the Waterfront Plan - East Pier User Needs Assessment Needs:



The Corporation of the
Town of Cobourg

Resolution

Moved By

Last Name Printed

Emily Chorley
CHORLEY

Resolution No.:

Seconded By

Last Name Printed

John Henderson
HENDERSON

Council Date:
October 21, 2019

WHEREAS at the Committee of the Whole Meeting on October 15, 2019, Council considered a Memo from the Director of Community Services, regarding the Waterfront Plan – Design and Engineering for the East Pier and Campground – Consultation Report;

NOW THEREFORE BE IT RESOLVED THAT Council instruct staff to procure engineering and other professional services to develop drawings, costs and tender documents for the following:

1. East Pier structural repairs to enable a combination of pedestrian and light vehicle use (Option 4);
2. Essential East Pier enhancements that include:
 - a. Seating/lookouts;
 - b. Pedestrian walkways;
 - c. Electrical upgrades and pedestrian lighting;
 - d. Accessibility enhancements (from the East Pier to Victoria Beach) (to be costed separately);
 - e. Perimeter railings;
3. Optional East Pier enhancements (to be costed separately) that include:
 - a. Charter boat and deep water docking;
 - b. Food concession;
 - c. Pedestrian access to the lighthouse;

AND FURTHER THAT the \$100,000 allocated to East Pier Improvements in the 2019 Capital Budget be used to pay for the engineering and other professional services outlined above, and if any additional funds are required, that the amount be submitted to Council for approval;

AND FURTHER THAT the procured drawings/costings for East Pier repairs and enhancements be presented to Council for approval by September 2020 prior to issuing RFPs/tendering;

AND FURTHER THAT the estimated construction costs of East Pier structural repairs be reflected through the 2020 Budget process.

Objectives

The MBTW Team has been working with Town of Cobourg staff to evolve the East Pier conceptual design that was prepared for the User Needs Assessment.

- We are reviewing new information generated by the on-going studies and identifying new opportunities for the site design.
- We are updating the base plans to include the Coast Guard's current site redevelopment plan.
- We are developing the East Pier Detailed Design and need community input in refining the site components, programming and materials palette.

The public engagement objective for the Detailed Design of the East Pier is to:

- Review and identify the possible design concepts for the East Pier
- Provide commentary on the possible design concepts proposed for the East Pier

Waterfront Plan: East Pier Revitalization Concept Development Review

COMMUNITY SERVICES DIVISION

WATERFRONT PLAN: EAST PIER REVITALIZATION CONCEPT DEVELOPMENT REVIEW

About the Waterfront User Needs Assessment and Detailed Design Plan

Cobourg's waterfront is a defining part of the town. Previously an industrial port, community and political will has transformed the waterfront into an important community destination focused on recreation, cultural, tourism and the environment. However, this transformation is ongoing. While the industrial past is well hidden, there is still work to be done to address the needs of the community now and in the future.

The Waterfront User Needs Assessment and Detailed Design Plan (Waterfront Plan), which was adopted by Council in 2018, provides the community with a roadmap for creating a beautiful, accessible and sustainable waterfront. The Plan recommends 83 initiatives in 24 projects to enhance Cobourg's waterfront over a 24-year period. Each project requires Council's approval, and the repair and enhancement of the East Pier is one of the first projects under consideration.

Project #1: Waterfront Plan - East Pier Repair and Enhancement

The East Pier is a popular, year-round destination for residents and tourists. Situated on the east side of the harbour, the main trunk of the pier is 400 metres long and 30 metres wide at its widest point. It is largely unobstructed and features a toe rail along the edge and several seating nodes. The coast guard building and dock are at the north end. At the south end, the pier ends and connects to the breakwater which leads to the lighthouse. However, the pier is showing its age. Having been modified and expanded since 1832, the pier now has structural issues and requires ongoing maintenance and repair to fix sinkholes.

In 2018, the East Pier was closed to vehicular traffic due to health and safety concerns following a period of high water levels (**Award of East Pier Condition Assessment and Reallocation of Funds**). In 2018, Shoreplan conducted an **engineering assessment of the pier** and provided four options for addressing its structural integrity. Once the East Pier is structurally repaired, enhancements will be made to improve its functionality (nine enhancements are recommended by the **Waterfront User Needs Assessment and Detailed Design Plan**).

The repair and enhancement of the East Pier is one of the first projects under consideration. To confirm the directions for improvements to the East Pier and the Adjacent Campground, the Town conducted additional public engagement in the summer of 2019. The results of the 2019 engagement, and other related studies, are available **here**.

In October 2019, the Committee of the Whole approved the outcome of the User Needs Assessment and the following public engagement:

STAY INFORMED

Subscribe for project updates

Your email address...

Subscribe

85 members of your community are following this project

Who's listening

Councillor Emily Chorley

Coordinator of Parks & Recreation
Town of Cobourg
Email: echorley@cobourg.ca

Councillor Brian Darling

Coordinator of Public Works
The Town of Cobourg
Email: bdarling@cobourg.ca

Dean Hustwick

Director of Community Services
Town of Cobourg
Phone: 905-372-7371
Email: dhustwick@cobourg.ca

Teresa Behan

Deputy Director of Community Services
Town of Cobourg
Phone: 905-372-7371
Email: tbehang@cobourg.ca



East Pier Revitalization Concept Development Review

Survey starts

Finish

All fields marked with an asterisk (*) are required.

Watch the Virtual Presentation

Please ensure you watch the Virtual Presentation below before proceeding with the survey.

1. Have you watched the Virtual Presentation?

☐ Yes

☐ No

Save & continue

Engagement Strategy & Approach

The engagement approach for the East Pier - Revitalization Concept Development Review project was comprised of the following public engagement tools on Engage Cobourg (www.engagecobourg.ca), the Town of Cobourg's online engagement platform.



Virtual Presentation



Survey



Open-ended forum

The survey reviewed design development options for the three categorized spaces on the East Pier, including the Waterfront Gateway, Pier Promenade Connection and Pier Community Space. Each section listed development options which were available for residents to provide their input and preference.

An online forum was also launched for residents to provide further comments, opinions or feedback on the detailed design of the East Pier. Those forum question asked:

1

Do you have any further comments to add regarding the Detailed Design of the East Pier?
We would love to hear from you!

To enhance the success and reach the greatest audience, the Communications Department developed a brand and clear messaging, and launched the surveys and online forum for a period of four-weeks from September 4, 2020 to October 9, 2020.

Online marketing materials were created and distributed across the Town of Cobourg's online platforms including all social media outlets and website. All community stakeholders were asked to help share these materials across their own online platforms to ensure the Town of Cobourg was reaching the widest audience demographic possible.

A targeted social media campaign was launched simultaneously to support the online engagement, further raising awareness of the outreach process and garnering interest across a wide range of citizens.

Public Engagement Timeline

4 Weeks

**September 4, 2020
until October 9, 2020**

Engagement Process

The Waterfront Plan: East Pier Revitalization Concept Development Review public engagement process was launched on the Town of Cobourg's online engagement platform, Engage Cobourg. Powered by Bang the Table, a complete end-to-end online platform driving inclusive, transparent and measurable community engagement that empowers collaborative learning, discussion, and debate.

Interested members of the public were encouraged to watch the virtual presentation, complete the online survey and comment on the forum. Background information through the document library was provided to offer context where needed for the Waterfront Plan. The Communications Department provided hands-on assistance to the community to ensure their registration experience was successful and the platform was accessible to all residents.

Public notice to drive residents to the Engage Cobourg online public engagement platform was managed by the Communications Department through a variety of communication vehicles and tactics, including:

- ✓ Media Release
- ✓ Print advertisement in local newspaper Northumberland News
- ✓ Online posts through social media including Facebook, Twitter and Instagram
- ✓ Website notices on the municipal homepage
- ✓ AODA compliant Virtual Presentation embedded on Engage Cobourg with subtitles
- ✓ Highlighted in the Town of Cobourg's monthly *Hello Cobourg!* Newsletter
- ✓ Targeted local media interviews

Key Values of the Engagement Process

The Engagement Spectrum that the Town of Cobourg follows is a globally recognized standard for identifying levels of participation, which has been adopted from the International Association of Public Participation.



The spectrum outlines the Town of Cobourg's objectives for each type of engagement process delivered. As the Waterfront Plan projects progress through the engagement spectrum, the Town of Cobourg can ensure citizens understand their role in the decision-making process.

IAP2 Public Participation Spectrum - Increasing Level of Public Impact				
Inform	Consult	Involve	Collaborate	Empower
<i>Public Participation Goal:</i>	<i>Public Participation Goal:</i>	<i>Public Participation Goal:</i>	<i>Public Participation Goal:</i>	<i>Public Participation Goal:</i>
To provide the public with balance and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of preferred solution.	To place final decision-making in the hands of the public.
<i>Promise to Public:</i>	<i>Promise to Public:</i>	<i>Promise to Public:</i>	<i>Promise to Public:</i>	<i>Promise to Public:</i>
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
<i>Example Tools:</i>	<i>Example Tools:</i>	<i>Example Tools:</i>	<i>Example Tools:</i>	<i>Example Tools:</i>
<ul style="list-style-type: none"> Fact Sheets Web Sites Open Houses 	<ul style="list-style-type: none"> Public comment Focus Groups Surveys Public Meetings 	<ul style="list-style-type: none"> Workshops Deliberate Polling 	<ul style="list-style-type: none"> Citizen Advisory Committees Consensus-building Participatory decision-making 	<ul style="list-style-type: none"> Citizen Juries Ballots Delegated Decisions

Communication and Marketing Materials

The Communications Department designed a distinct brand and visual identity for the Waterfront Plan: East Pier Revitalization Concept Development Review project that was used across all marketing collateral. The collateral were consistent with the images, presentations and design of the project page to create a unique and friendly identity for surveying. This identity further helped enhance the concise messaging for the public engagement process.

Newsletter



Major Project Update

Waterfront Plan: East Pier Revitalization Concept Development Review

Background Information

In 2018, the East Pier was closed to vehicular traffic due to health and safety concerns following a period of high water levels. Shorpyan Engineering conducted an assessment of the pier and provided four options for addressing its structural integrity. In October 2019, Council approved the outcome of the User Needs Assessment and decided to move forward with the next stage of development.

In its current stage, the Town has engaged:

- 1. Shorpyan Engineering
- 2. Branch Architecture
- 3. The MITW Group Consulting Team

Project Schedule

- 2018: Initial Assessment & User Needs Assessment
- 2019: Conceptual Design & User Needs Assessment
- 2020: Preliminary Design & User Needs Assessment
- 2020-2021: Final Design & User Needs Assessment
- 2021-2022: Construction & User Needs Assessment

Development Zones

- 1. Waterfront Gateway
- 2. Pier Promenade Connection
- 3. Pier Community Space

Development News

66 Strathly Road, Cobourg

SmartCentre RETI has submitted an application for the development for one (1) new free-standing building to include a PetSmart, and an expansion of the existing Winners commercial building to include a HomeSense.

Currently, we are:

- Reviewing new information from ongoing studies - identifying new opportunities.
- Updating base plans to include the Coast Guard's redevelopment plan.
- Developing the East Pier Detailed Design.
- Seeking community input in refining the site components, programming and design palette.

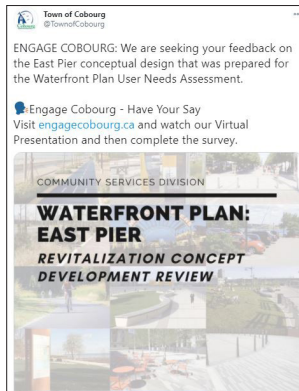
Share Your Feedback

1. Watch the Virtual Presentation
2. Take the Survey
3. Join the Forum

Tell us what you think. engagecobourg.ca

Town of Cobourg Newsletter | September 2020

Twitter Post



Town of Cobourg @TownofCobourg

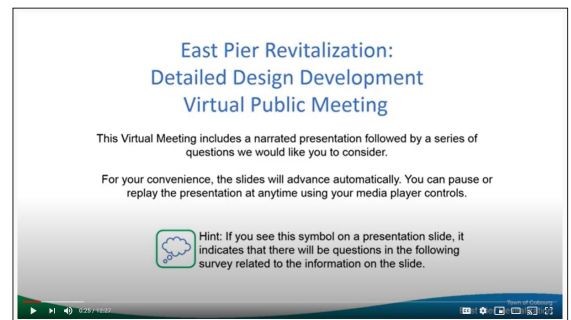
ENGAGE COBOURG: We are seeking your feedback on the East Pier conceptual design that was prepared for the Waterfront Plan User Needs Assessment.

Engage Cobourg - Have Your Say
Visit engagecobourg.ca and watch our Virtual Presentation and then complete the survey.

COMMUNITY SERVICES DIVISION

WATERFRONT PLAN: EAST PIER REVITALIZATION CONCEPT DEVELOPMENT REVIEW

Virtual Presentation



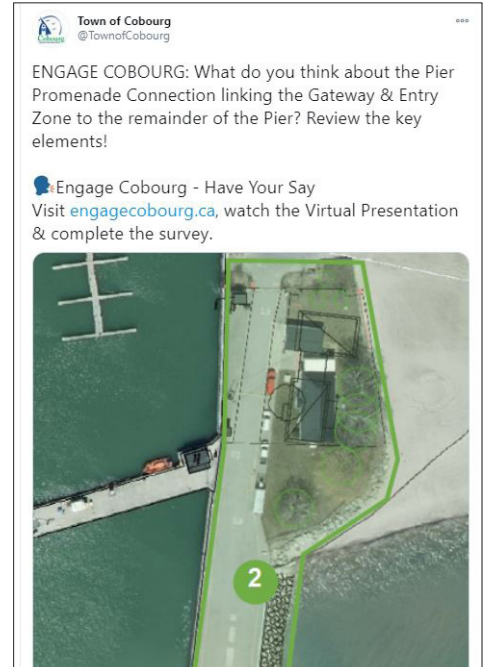
East Pier Revitalization: Detailed Design Development Virtual Public Meeting

This Virtual Meeting includes a narrated presentation followed by a series of questions we would like you to consider.

For your convenience, the slides will advance automatically. You can pause or replay the presentation at anytime using your media player controls.

Hint: If you see this symbol on a presentation slide, it indicates that there will be questions in the following survey related to the information on the slide.

Twitter Post



Town of Cobourg @TownofCobourg

ENGAGE COBOURG: What do you think about the Pier Promenade Connection linking the Gateway & Entry Zone to the remainder of the Pier? Review the key elements!

Engage Cobourg - Have Your Say
Visit engagecobourg.ca, watch the Virtual Presentation & complete the survey.

Facebook Post



Town of Cobourg, Ontario

Published by Maddie Forestell · 11 · October 2 ·

ENGAGE COBOURG: Which design approach would you choose for the East Pier? Let us know at www.engagecobourg.ca

- Expand the Green
- Original Design Adjustment
- Venue and Urban Park

We have received 158 responses to our East Pier Revitalization Concept Development survey. Share your thoughts with us as we review and identify design concepts by completing the online survey. All responses from Engage Cobourg will be included in the report to Council.

Experience Cobourg Cobourg Public Library Cobourg Community Centre
Cobourg Police Service northumberlandnews.com Today's Northumberland
93.3 myFM Classic Rock 107.9 GoNorthumberland.ca Your
Northumberland Cobourg Now

Waterfront Plan: East Pier Design Development

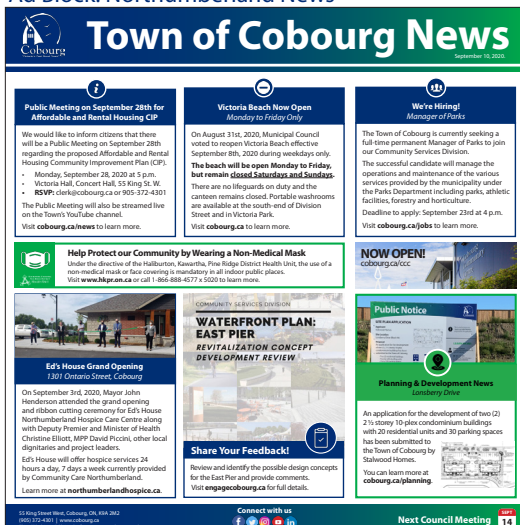
Choose for your favourite East Pier design approach.

Engage Cobourg

9,610 People Reached 3,382 Engagements

Boost Post

Ad Block: Northumberland News



Town of Cobourg News

September 29, 2020

Public Meeting on September 28th for Affordable and Rental Housing CIP

We would like to inform citizens that there will be a Public Meeting on September 28th regarding the proposed Affordable and Rental Housing Community Improvement Plan (CIP).

- Monday, September 28, 2020 at 5 p.m.
- Victoria Hall, Council Hall, 55 King St. W.
- RSPV: clerk@cobourg.ca or 905-372-4301

The Public Meeting will also be streamed live on the Town's YouTube channel. Visit cobourg.ca/news to learn more.

Victoria Beach Now Open Monday to Friday Only

On August 31st, 2020, Municipal Council voted to reopen Victoria Beach effective September 1st, 2020 during weekdays only. The beach will be open Monday to Friday, but remain closed Saturdays and Sundays.

There are no lifeguards on duty and the caution remains closed. Portable washrooms are available at the south end of Division Street and in Victoria Park. Deadline to apply: September 23rd at 4 p.m. Visit cobourg.ca/jobs to learn more.

We're Hiring! Manager of Parks

The Town of Cobourg is currently seeking a full-time permanent Manager of Parks to join our Community Services Division. The successful candidate will manage the operations and maintenance of the various services provided by the municipality under the Parks Department including parks, athletic facilities, forestry and horticulture. Deadline to apply: September 23rd at 4 p.m. Visit cobourg.ca/jobs to learn more.

Help Protect our Community by Wearing a Non-Medical Mask

Under the directive of the Health Unit, Kootenay, New Ridge District Health Unit, the use of a non-medical mask or face covering is mandatory in all indoor public places. Visit www.hkbc.ca or call 1-866-888-4277 x 5020 to learn more.

Ed's House Grand Opening

On September 2nd, 2020, Mayor John Henderson attended the grand opening and ribbon cutting ceremony for Ed's House Northumberland Hospice Care Centre along with Deputy Premier and Minister of Health Christine Elliott, MPP David Fricano, other local dignitaries and project leaders. Ed's House will offer hospice services 24 hours a day, 7 days a week currently provided by Community Care Northumberland. Learn more at northumberlandhospice.ca.

WATERFRONT PLAN: EAST PIER REVITALIZATION CONCEPT DEVELOPMENT REVIEW

Share Your Feedback! Review and identify the possible design concepts for the East Pier and provide comments. Visit engagecobourg.ca for full details.

Planning & Development News

An application for the development of two (2) 215-story 16-plus condominium buildings with 20 residential units and 30 parking spaces has been submitted to the Town of Cobourg by Seaboard Homes. You can learn more at cobourg.ca/planning.

Connect with us

Next Council Meeting

Marketing Analytics

DIGITAL PROMOTIONS

PLATFORM	POSTS	REACH	ENGAGEMENT	CLICKS
Facebook	2	13,678	352	3,694
Twitter	5	5,448	407	99
YouTube <i>Virtual Presentation</i>	1	900	N/A	N/A
	8	20,026	761	3,793

PLATFORM	FEATURED	REACH	OPENS	CLICKS
Hello Cobourg! <i>Town's Newsletter</i>	1 edition <i>September 2020</i>	1,012	706 70.9%	411 41.3%
	1	1,012	706	411

PRINT PROMOTIONS

PLATFORM	FEATURED	CIRCULATION
Northumberland News <i>Town's Weekly Ad Block</i>	3 editions <i>September 3, 10, 17</i>	84,000 <i>28,000 each week</i>
	3	84,000



ENGAGE COBOURG
Your voice, your town.

WATERFRONT PLAN:

EAST PIER REVITALIZATION

CONCEPT DEVELOPMENT REVIEW

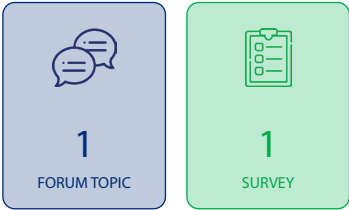
Engagement Results



Summary of Project Engagement

This section presents a summary of the public engagement received for the Waterfront Plan: East Pier Revitalization Concept Development Review project through the Town of Cobourg’s online public engagement platform, Engage Cobourg, outreach results.

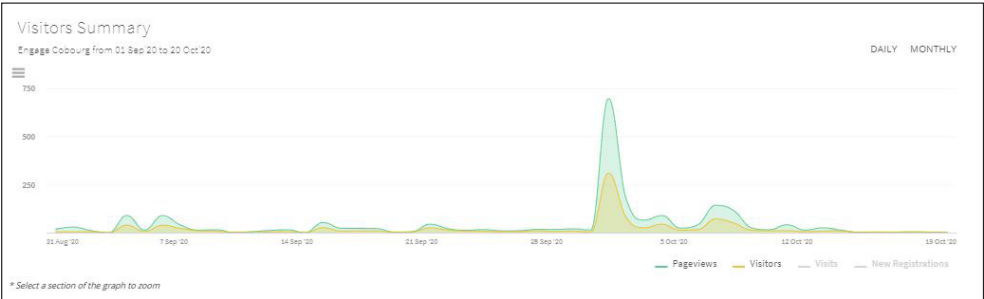
Engagement Tools Utilized:



Participant Summary

The engagement for the project was measured in three distinct variables:

- **Aware:** Unique visitors who have visited the site page but have not opened a document or participated in an engagement tool.
- **Informed:** Unique visitors who have visited the site and opened a document, looked at an image, read the project page but have not actively participated in an engagement tool (survey, forum, etc.).
- **Engaged:** Unique visitors who have actively participated in completing a survey or providing feedback in a forum, etc.






Summary of Forum Responses

Residents were asked if they have any further comments to add regarding the Detailed Design of the East Pier. Here are the results:

Forum Question

Do you have any further comments to add regarding the Detailed Design of the East Pier? We would love to hear from you!

2 months ago    

[Go to discussion](#) [Quick Reply](#)

6 Responses

Forum Engagement Summary

According to the analytical data provided by HQ Engagement the East Pier Revitalization Concept Development Review forum question received 39 registered Cobourg residents with 6 unique contributors and 14 contributions (comments, likes and replies) participate.

PROJECT	FORUM TOPIC	VISITORS	CONTRIBUTORS	COMMENTS	VOTES
East Pier Revitalization Concept Development Review	Do you have any further comments to add regarding the Detailed Design of the East Pier? We would love to hear from you!	39	6	6	8

Visitors: Total number of citizens who visted the forum page.

Contributors: Total number of citizens who provided a comment or comment vote (agree or disagree).

Comments: Total number of comments within this forum topic.

Votes: Total number of votes within this forum topic (agree or disagree thumbs up/down)

Do you have any further comments to add regarding the Detailed Design of the East Pier? We would love to hear from you!

East Pier Detailed Design: Forum Responses

I have been a regular user of the East Pier since I moved to Cobourg in 2011. I love it and have used it in all seasons - by foot and by car. Here are my observations. My first concern is that the overall approach being taken is something like, "Build it and they will come". The Town seems to make a habit of this instead of taking a marketing approach. The Town could say that that is what the survey does; however, the survey already assumes a certain direction is going to be taken. A marketing approach would go back to basics and ask, "What do residents really NEED?" And then use market research to back it up. Observation and anecdote could be part of that research. Example of Build It and They Will Come - Pedestrian only There has been much discussion of making the pier pedestrian only. Do you believe that pedestrians don't come now because of the lack of trees, benches, and lighting? Marketing Reply - Pedestrian - how many pedestrians have used the pier while it has been closed (and thereby pedestrian only)? Perhaps a qualifying question could have been asked on the survey; i.e. how many times have YOU used the pier in the last year? Have the counters been used to measure foot traffic? If not, why not? They should go on right away. During the times I have been on the pier, I have often been the only one. I have never seen more than 6 people out there. Same with the Centre pier. I am often the only one out there other than the occasional boater passing me to get to their boat. And there is seating and shade already available there. It doesn't seem to have increased the pedestrian usage there so why do you think it would increase it on the East Pier? Do you want it to? What is the intention? Example: Build It and They Will Come - Lighting What is the thinking behind putting in lighting? Is it expected/desired to increase the foot traffic? Marketing Reply: Currently the pier is open from Dawn to Dusk - when there is already light on the pier. In the summer, that allows folks to stay out until about 9:30/10 PM. Do you want them there later? Do you want the pier lit up with lights so it will look pretty? What's the intention? Cars don't need lights as they have their own. In my experience, other than 3-4 (at the absolute most) months of the year, the wind makes the pier too cold for sitting out in the open. So why would you need lighting? I would also say that that is why the cars go there - to stay warm and out of the wind.

lydia , 16 Sept 2020, Agrees: 1 Disagrees: 0

East Pier and "Tourist Attraction/Economic Development" I feel strongly that it is time to separate the marketing and promotion of the waterfront from that of shopping/dining at the King St. and other businesses. If Cobourg is truly a wonderful place to dine and shop, then target THAT market and advertise/promote IT. Currently, there seems to be a "bait and switch" mentality at play; i.e. attract people to the jewel of a beach/pier/waterfront WHEN YOU REALLY WANT THEM TO COME AND SHOP. You must be honest about that and you need to be able to answer 3 questions: 1. Who - exactly - is your target market for downtown? 2. Why should they come to COBOURG'S downtown? 3. What can COBOURG'S downtown offer that is better than any other downtown? Why is it worth the drive? I would think that Christmas Magic would be an example of an experience that would be worth the drive to many - if the stores stayed open to cater to them. Erin Ontario does this really, really well. I used to go there from Brampton. <https://villageoferin.com/events/christmas-in-the-country>

lydia , 16 Sept 2020, Agrees: 3 Disagrees: 1

It is good that experts have been retained for the design. Hopefully they are urban planners as well as designers. Shopping, walking, swimming, sitting, dining are all activities that make the downtown core a pleasant experience. I think that many efforts have been made with festivals, to bring people to the downtown and they are good efforts, but they have not been enough to fill all the storefronts with businesses. Tackling the downtown as a whole and linking it will provide flow and activity to suit a variety of needs, both local and tourist.

Linda14 , 16 Sept 2020, Agrees: 1 Disagrees: 0

Lighting matters. The lighting can be below water, outlining the perimeter of the pier and doing so with shimmering otherworldly effects. LED lighting provides the opportunity to program the lights for various colours and effects. It provides an opportunity for one artist a year to program a pier show. This would be a year around attraction and provide a unique and distinctive experience. It should be pedestrian only. So much of the Town is asphalted for the benefit of cars and it is an unpleasant experience to have to dodge vehicular traffic. The pier should be without trees, but in various spots mounds that contain flowers amongst benches. The pier should be designed as a venue for a wide assortment of activities, performance art, kite flying festivals, chalk art, flat murals. In Winter, waves blast against the pier, especially at the crook where cars usually attend for a free wash. This can be the location of organically contrived art by fixing three or four 10 foot rebars at various angles on the east side of the pier on which ice can cling. There is a build up of ice just from a vertical pole, so well-positioned rebars will capture that phenomenon. The rebars could be lined with LED lighting that will produce exceedingly colourful effects glowing from inside the ice formations. The rock formations around the Coast Guard residence could be painted with bright colours which would enhance the ambience of playfulness on the beach area, not the water area. A bit beyond the study area, the Town could erect a pole with an Osprey nest platform. Ospreys are not harmful to children or pets; their diet is fish. This adds an element of wildlife where people can enjoy the hunt and diving of the Osprey to feed their family.

Wally , 02 Oct 2020, Agrees: 1 Disagrees: 0

A plaque should be embedded on the pier to commemorate the 1832 landing of Canadian author, Susanna Moodie.

Wally , 02 Oct 2020, Agrees: 1 Disagrees: 0

Do you have any further comments to add regarding the Detailed Design of the East Pier? We would love to hear from you!

East Pier Detailed Design: Forum Responses cont.

Good points Lydia. Port Hope has Critical Mass, an ad hoc group of artsies that present art experiences in the public domain. Peterborough has a similar group of performance artists visiting. The jewel of Cobourg's downtown is Victoria Hall square and Rotary Park. That is the venue for public domain art experiences, but none happen. Art experience in Cobourg is sequestered inside buildings on the third floor. Community expressions of art culture have a difficult time in Cobourg. For example, two years ago, Lydia and myself presented the Trash to Treasure idea; to organize the community to paint the trash cans. We presented the Town with several suggestions and links where other communities carried out a similar project. Thank goodness Cobourg has trees downtown. They cover up a lot of bland architecture. So what else can attract people to downtown Cobourg that would make it unique or distinctive from other towns. Birdhouses. The DBIA could open a birdhouse contest, best organic birdhouse. Consult with the Town Arborist as how to attach the birdhouses. Consult with Willow Beach Field Naturalists to ascertain what birds would be interested, and what size of hole for entrance, and requirement to open easy for annual cleaning.

Wally, 10 Oct 2020, Agrees: 0 Disagrees: 0

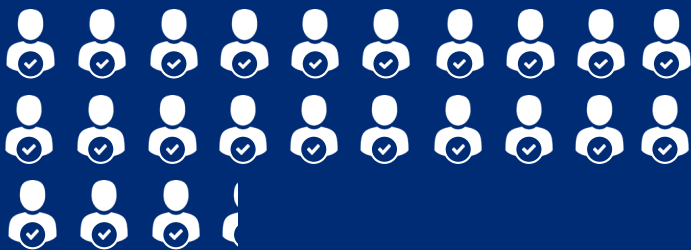
Summary of Survey Engagement

According to the analytical data provided by HQ Engagement the East Pier Revitalization Concept Development Review survey had 582 visitors and 233 contributors.

[Take Survey](#)



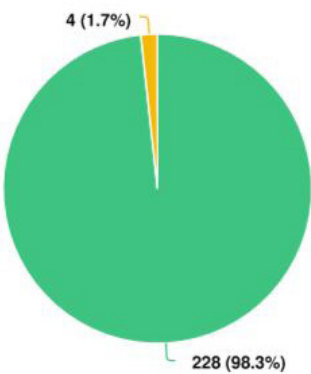
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SURVEY



233
PARTICIPANTS

In addition to the detailed design survey questions, we also asked residents to confirm if they watched the virtual presentation with 98.3% of survey respondents answering "Yes". The virtual presentation provided additional details and information on the proceeding survey questions. The virtual presentation video was embedded in the first page of the survey and on the project page for simple, convenient viewing.

Have you watched the Virtual Presentation?



98.3%
Yes (228 respondents)



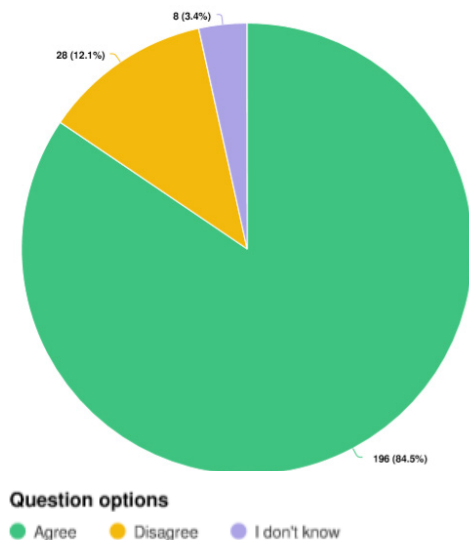
1.7%
No (4 respondents)

Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

We asked residents the following survey questions accompanied with the presentation slide on the right:

1. Do you agree or disagree with the elements proposed for this functional zone?



Design Development

1 Waterfront Gateway

The Waterfront Gateway Zone is located at the far north of the site at Division Street and The Esplanade. This area functions as the entrance to the waterfront area and the East Pier and could incorporate some of the following key elements:

- ☐ Primary Gateway Feature
- ☐ Wayfinding Signs and Markers
- ☐ Drop-off Loop
- ☐ Public Parking
- ☐ Emergency Vehicular Access
- ☐ Controlled or Regulated Vehicular Access (During special events)
- ☐ Pedestrian Seating and Circulation
- ☐ Multi-use Path linkage from Division Street towards the Beach



Town of Chatham
East Pier Revitalization

Design Development

1 Waterfront Gateway Zone

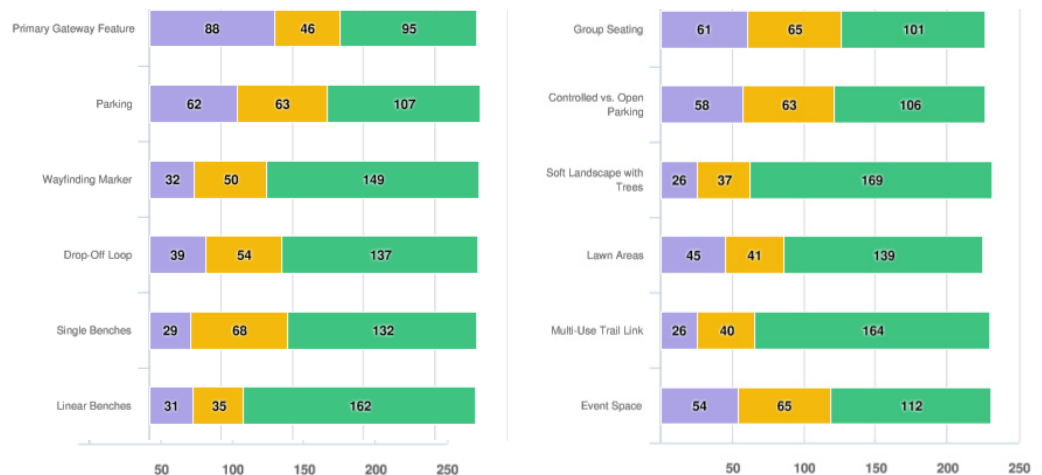
The images on this slide illustrate what some of the features of this Zone could look like. In the survey that follows, we will ask you what you would prefer for this Zone.



Town of Chatham
East Pier Revitalization

2. For each proposed feature that could be part of the Waterfront Gateway Zone, please indicate if you like, dislike or are neutral about the feature.

The most "liked" features include:
Wayfinding Marker (149)
Linear Benches (162)
Soft Landscape with Trees (169)
Multi-Use Trail Link (164)



Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

Open-ended survey question:

Do you think there is anything missing or do you have any other thoughts you would like to share?

Green space would be better than parking in front of marina water. We don't need more wayfinding signs. - AlisonS

The overall view presented later on is more useful. - CobourgJohn

I'd like to see no vehicle traffic on the pier. - K.Roy

You need to ensure that large vehicles like firetruck and crane can access pier. - Maria

Delete the drop off loop. - Dmoore

Not sure about parking in an area with only one access/exit in high pedestrian traffic area with lots of small children. - Mots

I think the significance of this area is overstated. In particular, the term "primary gateway feature" makes it seem like this may become a very central point of the town/area. Its is a pier. I think there is a beauty in leaving it as a more subtle feature of Cobourg. In my opinion, we do not need some big attraction. The pedestrian seating and multi-use path are my top priorities. The seating attraction here for me would be to look at the harbour/boats away from the typical wind from the pier. - DHallatt

Plans for more parking. - Linda C

Function and accessibility looks well covered. - Gloria

Avoid large signage "Gates". Limit vehicular presence to essentials. - COUBOURGER

There should be no vehicular parking anywhere on the East Pier. People can park elsewhere and walk or be dropped off and the driver can park elsewhere and walk. We need more vehicle-free public spaces. - SCMHJ

Please minimize the regulated and emergency vehicle access. The pier should be for people, not vehicles. - BruceB

hopefully the primary gateway feature will be more subtle than the rather garish looking sample..... - wilfred

Remove the parking throughout. Parking can be provided further north away from the waterfront. - RM2

This is basic and not making best "future" use of the area. - Ron & Saun

use limestone slabs in place of park benches wherever possible for a more natural look. - JimT

washroom on pier (some seniors and children need this as well as visitors so they don't pollute the area) - Joan

Are there plans for a restaurant or small shops/ booths? - Brenda Z

Let's keep a small town design, we are a historic town, one reason why people visit or live here. - DEP

Controlled access points for all users to manage crowds - Susan at the Lake

With climate change, lake erosion concerned with all of these human made materials and parking. Would like emphasis on bike racks, benches, get perking out of downtown cobourg, shuttle in - Terry Marrocco

Shading for pedestrian seating. - Beth Bellaire

Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

There is little point in taking up space with a traffic circle, vehicles already use the existing entry and exit from the car parking area to turn. There should also be improved signage to prevent large trucks (18 wheel tractor trailers) from entering the area by mistake as they already have great difficulty turning. Although not in the study area, the Esplanade should be closed off in the central section so it only accesses the parking areas (East and West), this would greatly reduce traffic congestion and confusion at the bottom of Division in the zone area. - MikeF

Cycling parking (locking area) Bicycle pumps (as in Peterborough waterfront area) The Primary Gateway design in the photo needs further consideration - it looks like a fairground entrance - GHatton

A Restraunt - Carson

Electric vehicle charging would be an asset. - Denny

No good thus far - Jake

This area as currently designed needs no changes except parking enforcement. There should be no drop off zone here as it prevents emergency access to the beach and coast guard station and the rest of the pier. - northumberlan

Restaurant - rnonnekes

A primary gateway feature is not necessary. - Brian Darling, Councillor

Why waste precious waterfront on public parking? There should be no public parking at all in this area. - NancyM

The traffic on the Espalande should be two-way to facilitate easier access and avoid jams elsewhere. - Verbum

I do not agree with any public vehicle access. I do not think a gateway feature is necessary. - Concerned

You should consider including finer infrastructure that will allow for 5g connectivity in the future - Thomas

No need for controlled regulated vehicular access. No need for pedestrian seating - P Hacking

It appears that the parking area will be expanded west, this is not the priority for a space often teeming with pedestrians and events. A round about or drop area may work but parking at the waterfront and below Albert Street should be limited and not expanded. Also the First Street view line is a direct physical and visual link between main street King Street and the waterfront, and in fact lines up with the Canada flag at the Coast Guard station dock. The flag I think should be bigger but they apparently use the flag as a sort of wind sock to assess conditions so a bigger flag may not work as well. Better delineate the First Street Laneway connection as the functional edge of this zone. And, the new landscaped island to the north of the new Coast Guard Station seems unneeded ... better a great down the street (Division) view to the edge of the new station than a feature that may obstruct site lines of the pathways ... people do like wandering down here at night time to enjoy the night sky along the beach and from the pier. A rising moon is gorgeous to see from here ... employ dark sky strategy please to enhance this experience! And multi-use trail link is too confusing in this space because of popularity of the space... bicycles on driveway and peds on walkways or allow walking all over during events. - miriam.m

I think restaurants or retail is missing on the waterfront (except for la cucina, which is excellent). But need more. - Hugh

how does this design incorporate features for elderly, or disabled citizens. - Diane

The parking should be eliminated. This is prime waterfront and it should not be used to park cars. I have a boat on F dock and cars routinely park with headlights shining on the boats, ruining the night sky and stars. Move the car park into the trailer park. Cucina Urbana is arguably the best restaurant in Town. The patio view is of parked cars. This should change. Yes, a looped drop off is warranted for this area. - Mike H

Don't like the following: Path to beach; drop off loop; anymore signs and gateway features. - Participation

Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

First aid area markings. - Irene K

Wayfinding signs and markers not needed. This is being built for Cobourgers who already know where things are. This is not being built to cater to tourists. - B

Washrooms are better located here than out on the pier - maccs_9

Drop-off loop may create too much congestion. - Rob

Less signs please! There are way too many and people ignore them anyway. - A

I am very interested in limiting light pollution. I hope that you will select light standards can light downward onto pathways without illuminating the night sky and all of the residences and boat-homes. I would ask that you replace the sky-lighting standards that run all along the Esplanade and Third St. so that the waterfront has consistent, non-polluting lighting. - Therese

Adequate parking is better than drop-off. Also, design needs to consider Cobourg taxpayer vs. visitor. - Terry

i dont think this valuable waterfront area should be used for public parking. Accessible parking maybe, and perhaps a bus stop, but let's move the parking away and use other existing parking. - Laurie

Parking is very important to the many townspeople who like to visit the harbour as part of their daily routine. - Rosie

Parking is and will be a major issue. Will have to consider availability options. Do not agree to parking on the pier. - Andie G

This area should remain the same except that washrooms should be provided in this area as well as a junction for services i.e. water supply, electrical supply and sewer in case this is required out on the pier at a later date - Ted Williams

Too much concrete and man-made devices. I would prefer a more natural and organic look to blend in with nature. Our favourite "heritage" colour seems to be black - which I think is too formal and not in keeping with a beach "vibe". It is not warm or welcoming to either residents or visitors. - Lydia

Consider how the downtown is linked to the project for a thriving downtown. An additional link to the pier from King Street could facilitate the movement of guests to the downtown core and back. For instance, extending the walkway now between the Dutch Oven and Audrey's all the way to the pier with green space, bricked pathway and seating could further connect the downtown to the beach and pier. Division Street at King needs a makeover. Buildings are empty. They aren't kept up. It is not enticing for visitors to walk up to King from the beach. Make it part of the project to inject further vitality into the downtown core. - Linda14

Please add bike racks to the Gateway - Harry Mester

I'm wondering if there would be enough room in the centre of the drive aisle to install pole-mounted sails (similar to the ones used around the fountain beside the bus terminal, but more horizontal to provide shade). This could tie into the harbour theme and provide some shade for cars parked in the area. Additionally, this parking area could be closed off for special events, and the sails would help provide shaded space for vendors, etc. - Drew

A primary gateway feature is not necessary and is not the best use of space or funds - Simon

Drop off loop should be large. - Cathy

Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

Vehicular access during Special Events needs to be prohibited. My experience has been that visitors just drive to the waterfront in their vehicles expecting access and parking. The control needs to occur well before the Waterfront Gateway. I have seen gridlock all the way down Albert from the library and down Division to The Esplanade. The drop-off loop during Special Events needs to be elsewhere than the Waterfront Gateway. My preference is for a simple, natural presentation of the East Pier. The purpose of a Primary Gateway Feature would ideally be a map and noting of cultural/historical features that can be explored nearby, including the downtown. - D McCarthy
Jody and Ken

Will the Esplanade become open to two-way traffic as part of this design? - Jody and Ken

Garbage cans, bike rack - Jerry

Tourists love to shop and dine etc. I'm sure it would require more planning but if the pier contained a selection of seasonal stalls, gift stalls, cafe, market and even a seafood restaurant it would be a remarkable place to stroll and enjoy. If it took on a heritage mini wharf look such as Grenville Island in Vancouver it would be spectacular for residents and visitors. Really boost our local economy. - Terry D

Please let me park on pier - A

One concern that I have is that any "drop-off loop" might include a traffic circle that would impinge on the current parking area. I definitely do not want an increase in the parking area. - Arthur

I agree with emergency access but find it gets too congested and would like to see it all pedestrian and cycling friendly. There is public parking behind the main street and would encourage visitors to see the downtown not just loiter on our beach or pier without contributing to our town. - Christine J

There is no bicycle parking here (that I can see!) - Anthony78

Add more parking in this space to the west. Our town lacks community parking, this design doesn't appear to be expanding parking and therefore fixing a major issue our town faces. Parking is also a revenue generator. We should be encouraging people to park closer to the harbour and beach and therefore increasing revenues for the town. Not expanding parking here will continue to ensure the streets east of the beach are full of parked cars. - Adrian

public washrooms, garbage and recycling units, lockers. - 30yearsCobourg

I don't want to see the east pier used for parking other than temporary for the vehicles that are allowed to go out on the pier. Otherwise it would just be come an additional parking lot. - Bruce Wood

I think the public washrooms should be in this area and not on the pier - K2Kraky

Including a walkway so it's safer to walk through the parking area to the beach or further down the pier - Monika

Well lit at night time - dmcnabney

Would like to see some seating areas covered for sun or inclement weather. - The Cath

Ensure that traffic at the entrance to the beach and pier are minimized (e.g., at the point where the boardwalk meets up with Division St.). Currently traffic gets congested because there is too many parking spaces which attracts too much traffic and things get congested. Relocating more of the parking closer to the downtown area (e.g., improving parking off Covert St. so that visitors walk through the downtown area rather than drive past it). Making sure that the downtown is well connected with the waterfront so that people will be encouraged to spend time (and money) at the local stores will be even more important as we deal with the pandemic fallout. - Allyson

Survey Results

East Pier Detailed Design: Waterfront Gateway Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

washroom - Rod Simpson

There is no need for public parking here. - displayname

Minimize traffic and built environment. - Beach Sanctuary

The Primary Gateway feature makes it look like a cheap Vegas knockoff. DO NOT include it. - S Helleiner

Primary Gateway Feature is unnecessary; it's not Coney Island. Simple square post signage with night lighting, should suffice. - RonH

This is not a central point to the town, Primary Gateway is an overstatement of a Pier Entrance. Leave the pier as an understated feature of the town. Not as the main feature, seating areas and multiuse path is important. - Bryan

Keep motorized vehicles off the pier! - Peter

ensure marked cycling only lanes - Luna
Wally

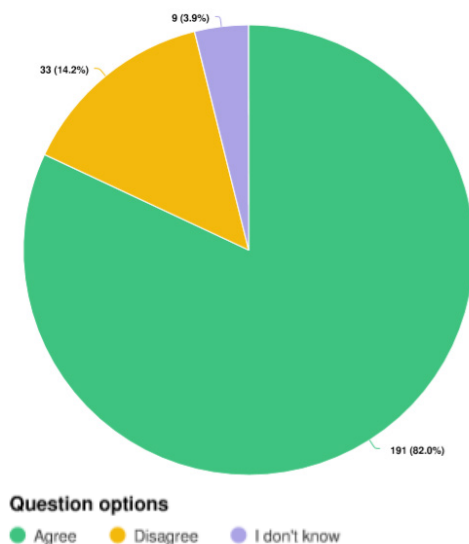
A good location for food/novelty vendors. - Wally

Survey Results

East Pier Detailed Design: Pier Promenade Connection

We asked residents the following survey questions accompanied with the presentation slide on the right:

1. Do you agree or disagree with the elements proposed for this functional zone?



2. For each proposed feature that could be part of the Pier Promenade Connection, please indicate if you like, dislike or are neutral about the feature.

The most "liked" features include:

Linear Benches (169)

Lawn Area (146)

Soft Landscape with Trees (166)

Edge Protection - Railing (148)

Heritage Information Panels (146)

A heavy "dislike" also appeared for: **Parking** (129)

Design Development

2 Pier Promenade Connection

The Pier Promenade Connection links the Gateway and Entry Zone to the remainder of the Pier. The design of this Zone must satisfy the needs of the Coast Guard and Harbour functions while being a friendly and inviting place for visitors. This Zone could incorporate some of the following key elements:

- ☐ Emergency Vehicular Access
- ☐ Controlled or Regulated Vehicular Access
- ☐ Pedestrian Only Space (no vehicles allowed)
- ☐ Pedestrian Seating / Views
- ☐ Cycling access
- ☐ Coast Guard Access
- ☐ Access to Beach
- ☐ Wayfinding Markers
- ☐ Wave Over-Topping Protection

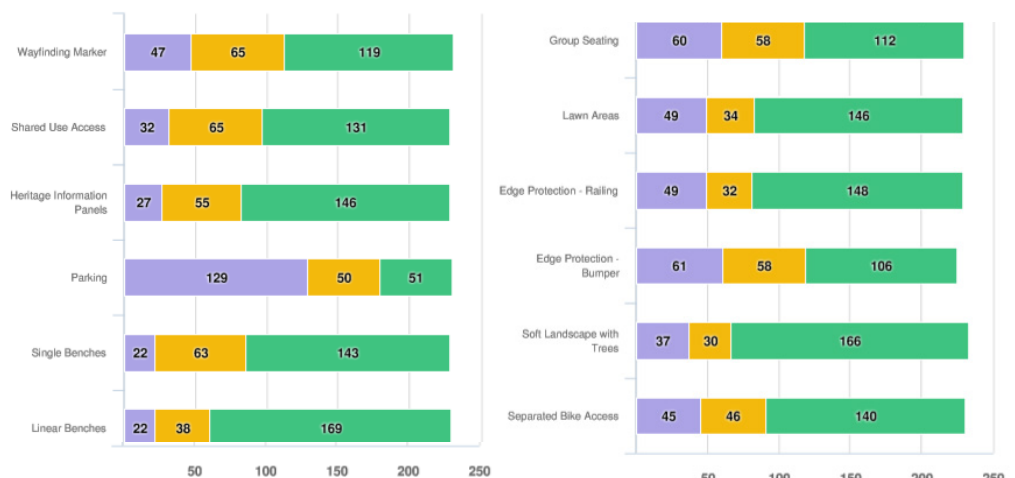
Town of Chatham
East Pier Revitalization

Design Development

2 Pier Promenade Connection

The images on this slide illustrate what some of the features of this Zone could look like. In the survey that follows, we will ask you about what you prefer for this Zone.

Town of Chatham
East Pier Revitalization



Survey Results

East Pier Detailed Design: Pier Promenade Connection

Open-ended survey question:

Do you think there is anything missing or do you have any other thoughts you would like to share?

Canteen/seasonal shops selling farmers market items, beach items, food, bike rentals, tourist items, etc. - AlisonS

The zones cannot be separated from each other - the whole area needs to be considered as one. - CobourgJohn

The East Pier is also a recreational hub for water sports such as kite boarding, paddleboarding and surfing (Cobourg is a surf destination along the coast of Lake Ontario) and I don't feel like this use/user group is reflected in this section of the design. - Councillor Beatty, Coordinator of Planning, Heritage and Development

Surfers, paddle boarders and paddlers require access to the beach year round and can draw a crowd when there are waves. How will changes effect us and our access. - Damien

We don't need access from the beach. There is an entire boardwalk on the north side of the beach which provides ample access. I've never seen someone struggle to find access to the beach along there. I disagree with vehicular access, I do not think this adds more value to the space beyond having a pedestrian friendly and safe area without the presence of vehicles. In my experience (22 years out of my 25 year life), the majority of vehicular use of the pier has been teenagers with modified cars meeting. I also think that lawn space would be a wasted use of the limited space, ironically being beside the entire beach which provides ample sitting room of essentially the same view. I think the space can be used to provide more unique experiences and hence with more value. - DHallatt

Covered seating. Photo ops. Boat rides. - Robert A

You have not sufficiently defined the concept of shared use in the following section of this survey. I dont know what you mean. Shared by whom? If this includes vehicles, then NO. It is very odd that you have left this one key question to be so ambiguous, and the words are so soft, that many will simply click like without knowing what you actually mean to extrapolate from a large like vote on 'shared access'. - SCMHI

Only emergency vehicle access - Rocky

Please minimize the regulated and emergency vehicle access. This zone should be for pedestrians. I realize that there may need to be some vehicle access for the coast guard but this should be kept unobtrusive. - BruceB

Heritage / history signs. - Icb

minimize brightly coloured, rectangular and/or illuminated information signs wherever possible. too distracting. - JimT

still need washrooms as stated before - Joan

Must have pedestrian walkway so people can walk all along the waterfront, as is currently available. - DEP

Controlled access from/to beach to control crowds - Susan at the Lake

Make sure you are considering climate change, lots of trees, shrubs, erosion reducing grasses, lake erosion, native vegetation for all of project - terry marrocco

In general I agree with what is proposed for this Zone. - MikeF

Change coast guard station design. It is out of place and an eye sore. You can do better than this!!!! - Paigebear9

There needs to be vehicle access, and not just emergency regulated access. - Edward

swimming area - Carson

Survey Results

East Pier Detailed Design: Pier Promenade Connection

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

There is nothing on east pier as it currently is today. Pave over the areas where asphalt was removed to contain further pier destruction. Vehicular traffic must be limited to emergency access only - northumberlan

there should be no vehicles such as cars or motorcycles or trucks allowed anywhere on the east pier, unless of emergency sort. - NancyM

No cycling, just walking or accessible vehicles. Dispute the purpose of wave topping protection - Verbum

Keep public vehicles off the pier. - Concerned

Consider fibre infrastructure that will allow for future 5g connectivity - Thomas

No need for vehicular access or access to beach. There is access already available. No need for wave over topping - P Hacking

This could also be a working space with a travel lift berth or seasonal lift out crane for boaters. No wayfinding signage on the pier. Heritage or interpretative signage better along north wall pathway and at level to be also accessible to wheel chair users. (See existing samples in the centre park area) Access to beach good idea but could vary with lake level so not the prime access point. Keep this space a simple platform, maybe with interesting pavement, and allowing for varying programming over the day and seasons of the year. No permanent washroom building on the pier but do provide servicing and related access points for full length of pier. Aside from structural works to rebuild pier, make all improvements all 'pop-up' style furnishings and features. The beauty of the pier is that it is a simple clean low line on the horizon most of the time. - miriam.m

No vehicles/parking on this part. Only pedestrians and bicycles - Garbo

Disagree with the Controlled or Regulated Vehicular Access in this zone. - Lee

would there be opportunity for pop up business carts or food trucks here? - Diane

Again, no public parking. - Mike H

Don't like: Markers and Wave over-topping - Participation

For events we have the park Bandshell? Do we need another? - Irene K

Wayfinding signs are not needed. This is for Cobourgers not tourists The locals know where stuff is. - B

Absolutely need vehicular access. "Pedestrian only" makes the pier inaccessible for those with mobility or health issues such as COPD. - Dora

I don't think we need wayfinding markers here if they are better located at the gateway. - maccs_9

less signs. Wave over topping? - A

Jockeying for space between vehicles other than emergency vehicles, bicycles and pedestrians is recipe for disaster. - Patricia Frampton

Vehicles are necessary in this zone. It will be a disaster. - KhyphenJ

Again, as in the first scenario my primary concern is excessive lighting. - Therese

This space is more often enjoyed by people who can eat a meal, have a date, and enjoy each other's company while seeing the view and watching the water. - Terry

Survey Results

East Pier Detailed Design: Pier Promenade Connection

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

You are trying to get a lot of uses into a small space. - Rosie

Not in favour of parking on the pier. - Andy G

The Waterfront User Needs Survey indicated that 65 % of residents wanted little or no money spent on the waterfront, except for good maintenance. Residents knew that the waterfront was finished / completed with almost every space used and spoken for. In spite of this Director Hustwick came back with \$ 25 million in spending. Why are you again asking us to fund this extra spending? - Ted Williams

Two things: 1) It doesn't make sense to drive through the pedestrian area in order to get to the end area for cars. Might be better to split the pier lengthwise using the soft landscape with trees. 2) I'm not in favour of the beach access, wayfinding markers (most of the current ones we have are ugly), or spending money on the wave over-topping protection (it is one of the fun parts of the pier - particularly during a storm). - Lydia

I assume we can walk dogs..No cycling - Pedestrian only. Cyclist can cause accidents with small children and pets. - Mandy

How/where will the load in and out for marina will be handled. - Ava B

no vehicle traffic - sally

I don't understand why vehicular access needs to be provided to the pier. I know that there is a history and love for driving out onto the pier by many members of the community, but I have to think that vehicular traffic has greatly contributed to the wear and tear on the pier. Why would we spend all this money to repair it only to have it be damaged again in 10, 20 or even 30 years. I strongly believe this should be a pedestrian-only space, excluding for service vehicles, etc. I also feel it would mitigate any vehicle-pedestrian accidents. - Drew

Wayfinding markers are not necessary in this zone. - Simon

Cycling paths marked well with space - Cathy

I prefer that this be a pedestrian/bicycle access especially in the high season of July and August. If privately owned vehicles are allowed access on the shoulder months, it needs to be controlled. I have experienced car club groups come down to the Pier, smoke and play their radios at high volume. This is not an appropriate use of a natural landscape. I know seniors and people with mobility issues want access in their vehicles. Again, not July and August but controlled access during the shoulder seasons. - D McCarthy

Can a public washroom be added to the footprint of the new Coast Guard building - perhaps a separate building just to the south, and beside the pathway access to the beach? - Jody and Ken

We would like to see vehicular access to the pier limited only to emergency vehicles or event vehicles. We would prefer NO cycling access on the pier. - ffletcher3

comment made previously was meant for the overall plan - Terry D

One concern is that this section of the pier becomes too crowded with vehicles. I would hope that there would only be access for emergency vehicles only. Leave the space for people and bicycles. - Arthur

No access to beach but agree with the other proposals in this area - Christine J

I think it should only be pedestrian with the exception of emergency vehicles and coast guard no other vehicles - Paul Fisher

wind breaks, shade coverage. - 30yearsCobourg

Survey Results

East Pier Detailed Design: Pier Promenade Connection

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

Do not want to see pedestrian only pace. If they are able to walk out there, that means that they are capable of walking along the boardwalk, the beach or anywhere in the park for that matter. – Bruce Wood

I don't agree with pedestrian only. Keep pedestrian and cycling traffic to the east side and vehicles to the West with parking. A lot of people including handicapped and seniors like to grab a coffee and go sit in their vehicle on the pier while they enjoy the view – K2Kraky

Agree that it's important for coast guard and other staff to have safe and easy access to what they need here. Creating a separate walkway for pedestrians I think will make it safer for everyone – Monika

Lighting! – dmcnabney

Perhaps a bar/cafe added – The Cath

Washrooms – Rod Simpson

Leave the pier how it is and have the cars able to park like it was before – JessieC

Let's keep vehicles, including bicycles off this section. – displayname

Minimize any view obstruction, especially of a commercial nature. – Beach Sanctuary

I strongly disagree that the pier become a Pedestrian Only Space. This pier has been a unique vehicle access to the waterfront for many years. – RonH

No wayfinding markers required, no-one can get lost, it isn't that BIG! The boardwalk access provides access to the beach, we don't need access from the pier. Lawn space isn't needed, just some nice other forms of greenery (potted plants/flowers). No vehicles allowed is a good idea. – Bryan

Keep motorized vehicles off the pier! – Peter

I like everything except no cars or parking. And move the Coast guard elsewhere – K Read

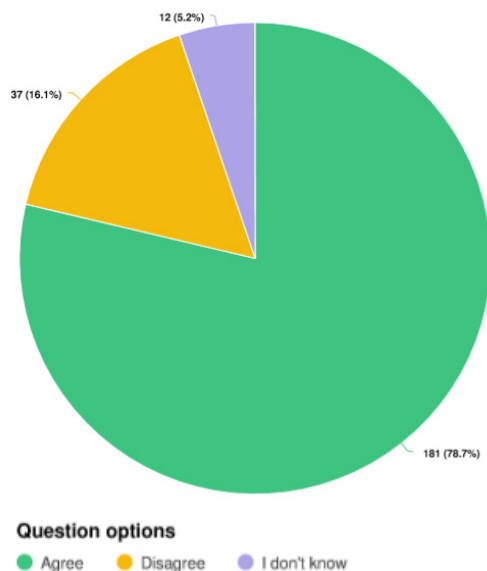
no vehicular traffic – Wally

Survey Results

East Pier Detailed Design: Community Space Zone

We asked residents the following survey questions accompanied with the presentation slide on the right:

1. Do you agree or disagree with the elements proposed for this functional zone?

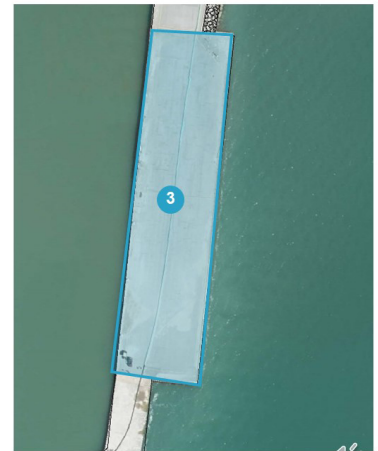


Design Development

3 Pier Community Space

The Pier Community Space is located where the Pier is widest, with great views in all directions. This space is intended to be a gathering destination for the Cobourg community and visitors. It is noted that pedestrian, cycling, vehicle and boating access should be accommodated. This Zone could incorporate some of the following key elements:

- ☐ Wave Over-Topping Protection
- ☐ Emergency Vehicular Access
- ☐ Controlled or Regulated Vehicular Access and Parking
- ☐ Temporary/Seasonal Washrooms
- ☐ Shared Pedestrian/Small Event Space
- ☐ Pedestrian Seating / Views
- ☐ West Side Boat Mooring
- ☐ Pedestrian Exclusive Accessible Space (no vehicles)
- ☐ Cycling access
- ☐ Wayfinding Markers

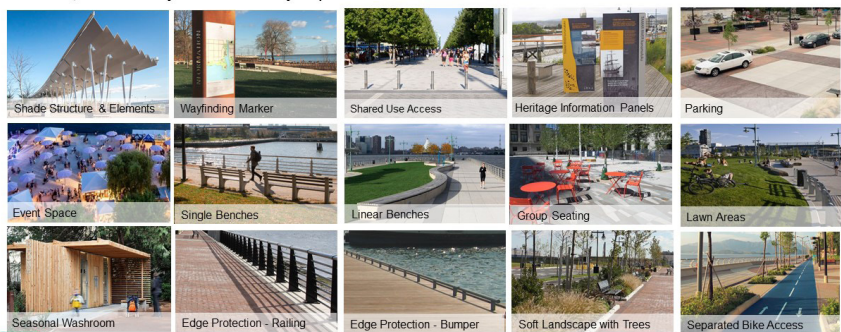


East Pier Revitalization

Design Development

3 Pier Community Space

The images on this slide illustrate what some of the features of this Zone could look like. In the survey that follows, we will ask you about what you prefer for this Zone.



East Pier Revitalization

2. For each proposed feature that could be part of the Pier Community Space, please indicate if you like, dislike or are neutral about the feature.

The most "liked" features include:

Single Benches (149)

Linear Benches (171)

Edge Protection - Railing (151)

Soft Landscape with Trees (158)

A heavy "dislike" also appeared for:
Parking (144)



Survey Results

East Pier Detailed Design: Community Space Zone

Open-ended survey question:

Do you think there is anything missing or do you have any other thoughts you would like to share?

Seasonal shops and food vendors - AlisonS

Separation into zones is not helpful - CobourgJohn

This area gets a lot of wave action. Probably not good for tall structures. - Maria

Do not like parking on pier. Run shuttle buses from Darcy Street. - Mots

I'm assuming that "Small Event Space" is inclusive of culinary opportunities (food and drink). As a reader, this isn't clear to me. I would suggest in the future that this is also listed as a key element. If seasonal food and drink options are not included as a key element for the community space than I strongly suggest they be added for future public consideration. - Councillor Beatty, Coordinator of Planning, Heritage and Development

We are wondering how the engineering will effect the wave shape. Cobourg east pier is one of the best waves in Ontario. Don't like the washrooms on this end of the pier at all. - Damien

I think a heavily greened pier would be an incredibly unique landmark for the area. I cannot think of another pier which I have seen anywhere in the world which is heavily covered in trees and gardens (and their resultant bees, butterflies, birds, etc..) while also allowing people to meander through a pathway out to the edge with seats. I have a vision of boats pulling up and seeing a green pier and mooring on its side and/or getting off to walk around the pier. Can you think of a more unique sight coming into town from the water? Lastly, I propose that a temporary/seasonal bar be considered. I think it would be exceptionally advantageous to Cobourg's identity as a 'harbour' for small businesses, and potentially also a great opportunity to tandem with the summer youth entrepreneurship program, if there was some consideration in adding a seasonal bar or light refreshments meeting point at the end of the pier. Some thoughts I have been thinking through this past summer include a pathway through the green covered pier which has rails or some sort of access which a bar can be wheeled/moved along at the start of the spring and end of the fall. The end goal of the pedestrians could be a drink/snack and a seat under string lights at night or to take them to go on a stroll back through the park. The refreshments could include foods from local restaurants in Cobourg (think the dutch oven treats, drinks from El Camino and beers from the local breweries, etc.). If the location was temporary it would stop it from having to be winterized and would really add another unique seasonal demand for Cobourg in the warmer months. - DHallatt

Covered seating. Lookout or fishing pier. - Robert A

Your item 'shared access' is undefined in the next list. What is shared access??. Are we sharing 'access' or use? No vehicle presence is necessary other than emergency ones. Certainly no parking is needed. - COBOURGER

Same issue with your use of the phrase 'shared access'. If this means pedestrians and strollers and wheelchairs and rollerskaters and bicyclists, then yes, absolutely. If vehicles and motorbikes and electric scooters, then NO. - SCMHI

Only emergency vehicle access - Rocky

I like the idea of having a hybrid/convertible space that can accommodate events but become a passive place for people to enjoy at other times. Please restrict the use of vehicles in this zone. - BruceB

Heritage / history panels or signs. - lcb

start building an island made of clean fill and large limestone and/or recycled concrete slabs on the east side of the pier, similar to bluffers park and such. - JimT

Combine wayfarer and Heritage signs in a video screen plus town events that can be easily updated - Brenda Z

Pedestrian use only please. - DEP

Area for kiosks for local artists, food producers, food outlets etc that could operate seasonally not just during events. - Susan at the Lake

Survey Results

East Pier Detailed Design: Community Space Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

No public parking - terry marrocco

Access for emergency vehicles only. - Beth Bellaire

To help accommodate possible future uses/development on the pier such as seasonal snack/coffee shop, accessible toilets, tourist attractions, all town services should be extended to this area - MikeF

9/07/2020 02:57 PM

Needs vehicle access and parking even if maximum 20 or 30 minutes - Edward

emergency landing area for the Orange helicopter - Nicholas

Leave east pier as is today for walking only, forget the benches and landscaping which would require vehicular maintenance, forget benches and food stands then you get litter that blows into the lake, try to save taxpayers money instead of spending it - northumberland

Less is more: the openness of this space is what makes it so unusual and so beautiful: we can see huge waves, sunsets, rolling clouds, wide vistas. I wouldn't put much there at all in terms of structures which can block our view, or signs which could be placed elsewhere. Preserve the simplicity of this naturally beautiful area. For sure, no parking...as little as possible of Man-made structures. - NancyM

No cycling unless separated space. Group seating must be socially distanced - Verbum

There are elements suggested that I do not agree with. - Concerned

Consider fibre infrastructure that will allow for future 5g connectivity - Thomas

Small event space could bring garbage costs for the town and maybe safety issues too. - Clare and Bill

Do not need wave over topping or parking or shared event space. I agree with pedestrian exclusion maybe bikes - P Hacking

Reinstating the walkway to the lighthouse must be part of the design. Do not clutter this area with permanent features. The Pier Community Space is like a stage, a multi-use platform. Please clarify what you mean by wave over-topping protection (what would it look like) because wave over-topping the pier is part of the unique benefits of the current scenario. Also, parking is ok on the pier if it is short term unstructured i.e. have to stay with your vehicle, or for an event like a car show. And, any shade structure (and performance stages) should be art and portable so that it can be dismantled and stored elsewhere. - miriam.m

permanent restaurant space would be nice. - Hugh

No vehicles on the pier. - Garbo

Disagree with Controlled or Regulated Vehicular Access and Parking - Lee

I feel very strongly that having vehicle parking along the west side of the pier, similar to what we had in the past, should be maintained. This is particularly important to Cobourg residents for the full 12 months of the year. People love to sit in their vehicles with their morning coffee with their view across the harbour. - Keef

Again, no public parking - Mike H

Don't like: Wave over-topping protection; washrooms; Ped Excl acc; markers - Participation

Wayfinder signs are not needed. This space is for Cobourgers not tourists. Cobourgers know where things are. Pedestrian only, no vehicles except emergency - B

Survey Results

East Pier Detailed Design: Community Space Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

I think that bicycles should be walked not ridden on this section of the pier - maccs_9

I do not believe none essential vehicular traffic should be permitted. - Rob

wave over topping, not sure. Don't need a Wayfinder marking! Too much clutter, you come to enjoy the lake. - A.

No cycling or vehicular access (exception emergency vehicles) - Patricia Frampton

Again, please do not use excessive lighting as a landscape feature. Please limit light pollution. - Therese

We most enjoy this space when parked in our cars overlooking the water and watching the sun rise and set. For decades, we've enjoyed this space. - Terry

I think vehicular access by our townspeople is important. Many are elderly or not able to walk out. The pier should primarily be for Cobourg residents. - Rosie

Residents should know the total cost of harbor repairs, including the break wall, the harbor walls and the center pier, before we even dream of enhancements. - Ted Williams

Don't want to see events, west side boat mooring, wayfinding markers, wave over-topping protection or pedestrian exclusive. - lydia

No cyclists. Do love the washrooms. Event space great as we could have music in the summer. - Mandy

I do not like parking on the pier. Pedestrian friendly however, disability parking might be an exception. - Linda14

I'm not sure why there would need to be vehicle parking in this space. - Ava B

no vehicle traffic - sally

Bike racks should be included in Community Space - Harry Meester

Great opportunity here for a large lawn area adjacent to an outdoor event space - Drew

Any event space should be small and need minimum maintenance e.g. bandstand. Any washrooms should not be vulnerable to vandalism/misuse. Wayfinding markers are not necessary in this zone. Boat access and mooring should not be permitted - the marina and centre pier are available for that. - Simon

No vehicles in this area. No parking in this area. Make it pedestrian friendly. - Cathy

No events please. The logistics of event set-up and take-down would impact anyone enjoying the natural setting. There are lots of other options for events. This most precious real estate should not have seasonal washrooms. Have them in other locations. - D McCarthy

Here is where the group seating and individual benches should go. Some limited parking spaces, but I think the end of the pier doesn't need bike access and should be largely a green space with trees and seating. Maybe another washroom? - Jody and Ken

We would prefer no cycling in this area and only emergency and event vehicles to be allowed access. - ffletcher3

Comments for the general design of the pier were made earlier. Please review there - Terry D

no parking just pedestrian, washrooms could be a green issue with the water so close, would they be compostible? - Christine J

Survey Results

East Pier Detailed Design: Community Space Zone

Open-ended survey question (continued):

Do you think there is anything missing or do you have any other thoughts you would like to share?

Pedestrian only space makes more sense to me - nemkin

I think it should be pedestrian access except for emergency vehicles - Paul Fisher

wind breaks, - 30yearsCobourg

No need for washrooms on the pier. Keep them to the north end. No need for shelters. Pedestrian traffic and vehicle traffic and short term parking. People like to drink their coffee down there or eat their lunch. If there is room for cycling ok. If not if they can ride a bike they can walk the bike with the pedestrian traffic. I like the idea of allowing vehicles as I mentioned above and this would allow seniors and handicapped people a chance to sit a while and enjoy the view. I don't see the need for green space. Something to maintain. Linear seating. Easy clean and heritage in design. Keep to the design we have going with the white lamps and rails. A bumper rail so as not to obstruct view. Also event area for fireworks etc. Other events can take place by the bandshell - K2Kraky

Green spaces - dmcnabney

Minimal or no car access for the public. - Alyson

Leave the pier how it is and have the cars able to park like it was before - JessieC

Keep bicycles off- they are dangerous to pedestrians. - displayname

No parking other than at the north (land) end. - Gailr97

No boat moorings!! Very small event space as in yoga or tai chi classes, acoustic music, etc. Keep loud and bright events elsewhere. - Beach Sanctuary

I strongly disagree that this pier should have a Pedestrian Exclusive Accessible Space. If it has a pedestrian walkway and bicycle path, that should be sufficient. - RonH

A 'green' restful peaceful space could be created, without the traffic of vehicles and bicycles. People can 'park' their bicycles before coming onto the pier space. boaters should definitely have access to the pier, after all this is a pleasure craft harbour and boats should have access to tie up. Having it all 'green space' with plants and flowers would beautify the harbour. A summer youth entrepreneur food/restaurant business on the pier could possibly be a nice addition, a portable business, or perhaps a floating bar/restaurant (like a houseboat) moored to the pier so pier space is not used up and fitting well with the harbour aesthetics. - Bryan

agree with some but do not agree with all of the list above - JANE HUNTER

Keep motorized vehicles off the pier! - Peter

I like everything with the exception of cars allowed there. NO PARKING - K Read

cycling only areas clearly marked with signage/arrows - Luna

vehicle turnaround at south end; timed parking - MGM

Spots for fishing? - SFF

Survey Results

East Pier Detailed Design: Approach Options

Design Development

Evolving the Concept Design – Three Different Approaches

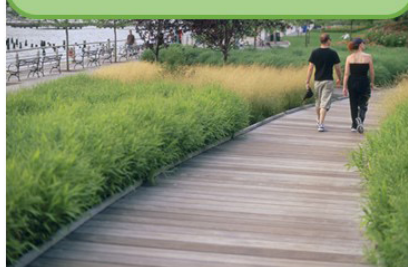
Original Design Adjustment

Ground truth proposed components and update areas with new information.



Expand the Green

Reduce the amount of open hardscape and introduce more trees, soft landscaping and pedestrian-only space.



Venue + Urban park

Balance hardscape and soft landscape areas to provide central gathering areas for events and celebrations.



Town of Cochrane
East Pier Revitalization

We asked residents to rank the approach options from 1 (favourite) to 3 (least favourite) based on information provided in the virtual presentation and the slide above.

Here are the results:

1

Venue and Urban Park

Rank #1 votes = 91
Rank #2 votes = 63
Rank #3 votes = 79

2

Expand The Green

Rank #1 votes = 86
Rank #2 votes = 107
Rank #3 votes = 40

3

Original Design Adjustment

Rank #1 votes = 56
Rank #2 votes = 63
Rank #3 votes = 114

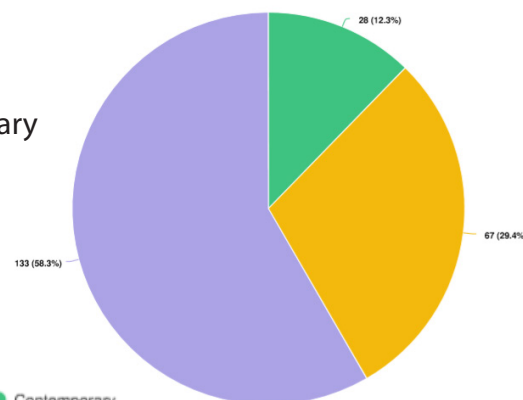
We asked residents to indicate which Design Palette option they prefer.

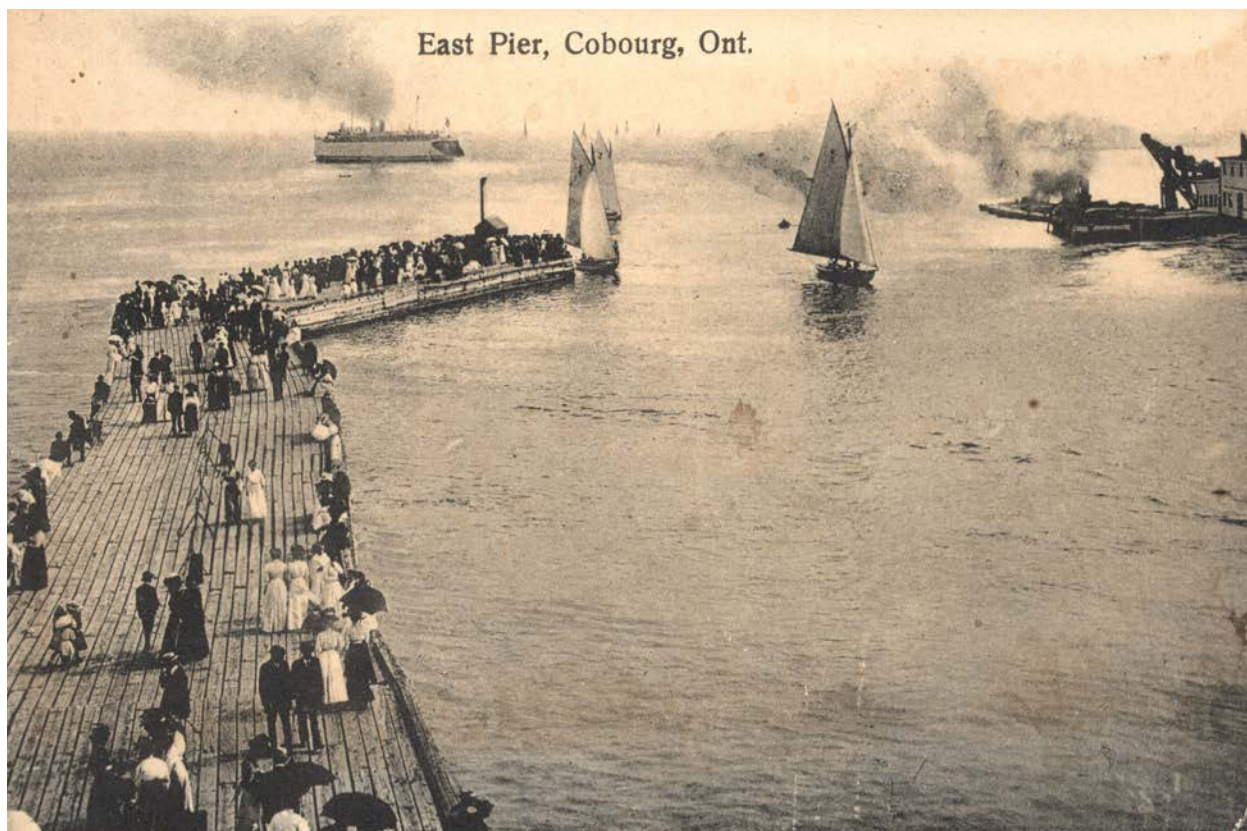
Here are the results:

58.3% Hybrid
26.4% Heritage
12.3% Contemporary

Question options

Hybrid Heritage Contemporary





EAST PIER

Cultural Heritage Evaluation Report

114 Division Street
Cobourg, Ontario
November 12, 2020

BRANCH
ARCHITECTURE



Watercolour of Cobourg at dusk showing the harbour in silhouette (c. 1869-1875) by John H. Dumble. (Library & Archives Canada, LAC)

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Cover Image: East Pier, c. 1910. (Cobourg Public Library, CPL)

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1. Location Map showing the Cobourg Harbour, 2018. The East Pier is identified with a red dashed line. (Town of Cobourg, annotated by Branch Architecture, BA)

1 INTRODUCTION

1.1 Project Framework & Background

Branch Architecture and Shoalts Engineering were retained by the Town of Cobourg to evaluate the East Pier at 114 Division Street in Cobourg and advise if it has cultural heritage value.

For the purposes of this report, Branch Architecture and Shoalts Engineering completed a review of the East Pier on July 10, 2020 with Town Staff. The visit included walking the length of the pier, and in and around the light tower so as to complete a visual review and photographic documentation of the pier and its context.

This Cultural Heritage Evaluation was prepared in accordance with *Ontario Regulation 9/06 - Criteria for Determining Cultural Heritage Value or Interest, Town of Cobourg Official Plan, Ontario Heritage Act, Ontario Heritage Tool Kit, Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada* as well as other charters and guidelines that exemplify heritage best practice.

1.2 Site Location and General Description

The East Pier forms the eastern edge of the Cobourg harbour where it meets the Cobourg Beach. The pier extends out from the base of Division Street and is composed of several elements and structures:

- The Coast Guard lot located directly adjacent to Victoria Beach. This area is leased to the Department of Fisheries and Oceans and the building is to be replaced. The structures here were not included in this review.
- The main pier and breakwater extending out into Lake Ontario.
- The small wharf extending west into the harbour marina.
- The lighthouse at the end of the pier.

1.3 Town of Cobourg Official Plan

Within the *Town of Cobourg Official Plan* ('Official Plan') Consolidation May 2018, item 2.3 Community Development Principle: Distinctive Community Image identifies the harbour area as a distinct heritage feature integral to the Cobourg's small town character, and is considered within the following framework:

Principle: Any change in the Town of Cobourg should maintain and enhance its distinctive image as a small-town urban centre with strong historical, natural environmental and rural heritage traditions.

This principle is intended to ensure that the community's unique, small town character, with its strong ties to the surrounding rural community is preserved, recognizing that part of that character is reflected in new development generated by a strong diverse economy. The qualities and features which have been identified as important to the community's image include the need to preserve and enhance the many architectural heritage features and, in particular the downtown core and adjacent residential areas; to create a linked open space system which will preserve and enhance the community's natural heritage, as well as linking it to the surrounding rural areas and other urban areas; and, to provide for good community design.

i) To encourage a community form and design, at all levels of development, which provides opportunities for communication between residents and, in particular, allows for pedestrian/bicycle and vehicular access between different residential neighbourhoods and between residential and other activity areas such as the core, the harbour area and the natural features of the community.

ii) To protect the heritage of the community through:

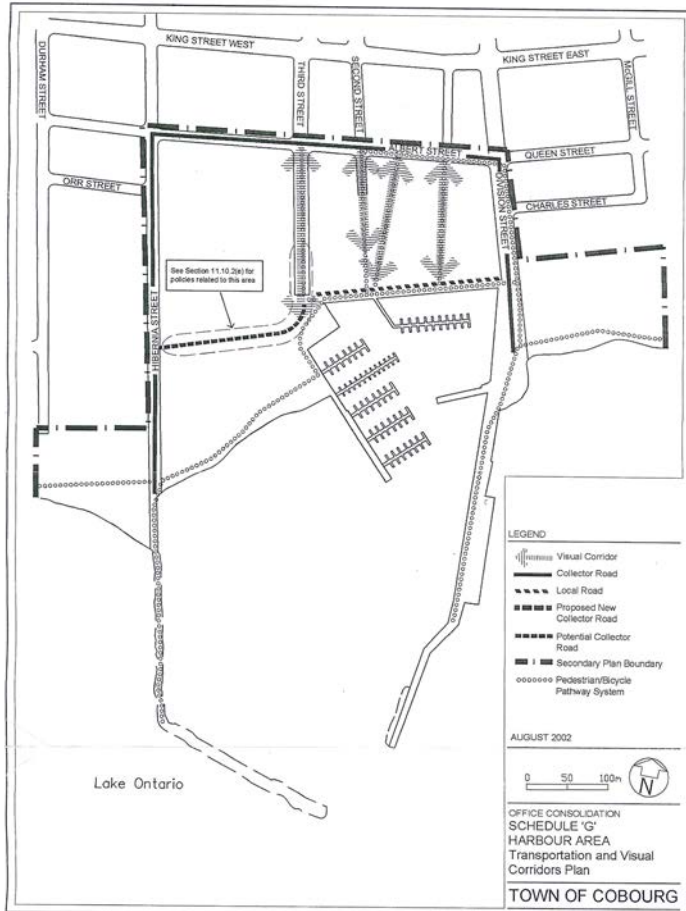
a) the preservation, restoration, and enhancement of heritage buildings and streetscapes and the natural features in the community; and,

b) appropriate design of new development which will be respectful of this heritage, particularly in the downtown core, residential areas adjacent to the core, and the harbour area.

iii) To provide, where feasible, for a linked open space and trail system, including natural features and parkland, as a central feature of the community that will reinforce its distinct image.

The Official Plan includes the Harbour Area Secondary Plan. The Harbour Area is described as an important public space tied to the Town's tourism economy and general economy. It is a prime area for private development and, as such, it is encouraged that new development maintains and enhances the attributes of the area. The Harbour Area's visual corridors speak to the importance of maintaining the visual dominance of the Victoria Hall Clock Tower as well as visual connections between the waterfront and Albert Street along street and park corridors as shown on the opposite page.

Within the Secondary Plan is the East Pier/Victoria Park Area. The policy here serves to enhance this public area to the enjoyment of residents and tourists, and requests site specific consideration and approvals for private development.



2. Harbour Area, Transportation and Visual Corridors Plan. (Official Plan)

The Official Plan allows for the designation of individual properties, groups of properties and cultural heritage landscapes under the *Ontario Heritage Act* in accordance with provincial regulation and the following municipal criteria:

- 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;*
- d) *scenic amenity with associated views and vistas that provide a recognizable sense of position or place;*
- e) *contextual value in defining the historical, visual, scenic, physical and functional character of an area; and,*
- f) *landmark value.*

2 BACKGROUND RESEARCH & ANALYSIS

2.1 Pre-Settlement

Cobourg's Harbour area, with its sandy beach, shady trees and freshwater stream outlets, attracted settlers of early times... Even before settlements were begun parties travelling in open boats camped by the creek mouth to catch and enjoy fresh fish.¹

The records of early European explorers note Cobourg's beach and the fine fishing. In 1867, the Governor General of New France, Jacques-Rene de Brisay de Denonville, Marquis de Denonville, wrote to Louis XIV of this spot. It was along this sandy shore that he and his army camped on their return from the Seneca campaign - an attack on Ganondagan, the largest Seneca village of the time.²

Cobourg's natural encampment appears again in British Loyalist Captain Walter Butler's journal of 1779. Butler catalogued his travels along the northern shore of Lake Ontario from Niagara to Kingston. His journal includes this description of Cobourg's shore:

...set off at Daylight, rower till twelve, the swell increasing with the wind ahead at East put into a creek called by the Indians "Pamiliescotiyan" (the fat fire) the distance from our encampment 15 miles, at this creek and two others nearly of the same name, the Indians in the fishing season reside, all those three creeks head near a lake of about 30 miles long, distant from this 50 miles, where the Messessaugoes have two villages and where the Canadian in Winter send traders... - Walter Butler journal entry, March 11, 1779.³

Up until and during the American Revolution of 1775, people of the Mississauga nation were living in this area. This changed as with the arrival of settlers, first from the United States and later from Europe, to establish farms and settlements. The Mississauga peoples were forced out of their traditional fishing and hunting grounds.

1 "Cobourg Harbour: A Gateway to Central Ontario", p. 1.

2 Picturesque Canada, p. 638.

3 "Cobourg Harbour: A Gateway to Central Ontario", p. 1.

2.2 Early Settlement

The Town of Cobourg site (once referred to as the Hamilton Township) was settled in 1797 in accordance with Deputy Surveyor August Jones' survey. One of Cobourg's first settlers was Eluid Nickerson who, in 1798, built a log cabin at what is today the intersection of King and Division streets. A few years later, on May 17, 1802, Nickerson received a patent for 200 acres at Lot 16, Concessions A and B.⁴ This lot was roughly defined by Elgin Street to the north, Church Street to the east, Division Street to the west, and the Lake Ontario to the south. The beginnings of the harbour, the east pier, would later extend out into Lake Ontario from the south-west corner of this lot.

The town grew in an largely ad hoc fashion from the intersection of King and Division streets. According to the land abstract for Lot 16, Nickerson sold off large parcels to John Spencer, John Nickerson and Ebenezer Perry in 1816. From 1819, these lands were in turn sold off in 1/4 and 1/2 acre parcels organized into traditional town blocks.⁵ By 1827, the settlement of approximately 350 residents was made up of 40 houses, 2 churches, 2 inns, four stores, several distilleries, and a grist mill.

At that time, the waterfront was a curved inland with a bay formed at the mouth of the creek (which still empties into the centre of the harbour).⁶ The bay covered most of the area between Division and George Streets, south of Albert Street.⁷ Cobourg historian Perry L. Climo wrote that while the shoreline was attractive to early settlers, travelling from the lake to the shore was challenging:

*The early settlers in the Cobourg area made use of water transportation for the movement of goods, chattels, products of the farm and forest and people. The crescent moon-shaped bay with sandy beaches, approximately one and a quarter miles in length, attracted newcomers in season for overnight camping, and a resting place while en route to inland locations. In calm weather, larger boats anchored in deeper water while goods and people were moved in small or jolly-boats to and from shore. Stormy weather made such landings very difficult if not impossible. The movements were cumbersome even under favourable circumstances.*⁸

Despite the difficulty, many endured the inconvenience as the nearest alternative was to land at Carrying Place (Bay of Quinte) and proceed west to Cobourg via foot or wagon.⁹

4 Land abstract, Cobourg Book 60, Plan 16A and 16B. Service Ontario.

5 In 1841, J.P. Rubidge complete the Lot 16B Plan compiling the lots found south of King Street, and between Division and Church streets.

6 An Historical Walking Tour of Cobourg, p. 6 and 7.

7 Cobourg 1798-1948, p. 11.

8 "The Cobourg Harbour", p. 1.

9 Cobourg 1798-1948, p. 113.

By 1822, a small landing wharf had been built at the foot of Third Street. Steamboats such as the 'Frontenac' and 'Niagara' docked here, however, schooners had to be anchored off in the lake and small 'jolly' boats were used to transport passengers and goods to shore. This was the practice when, on August 12, 1825, 2,000 Irish immigrants landed on Cobourg's shore on their way to Peter Robinson's settlement in 'Scott's Plains' (later renamed Peterborough).

2.3 An Act is Passed to Construct the Cobourg Harbour

Local merchants depended wholly on water transportation and by 1828 the community decided that a proper harbour and docking facility was needed. A committee of local residents and business owners petitioned the Upper Canada government for permission to create a company - the Cobourg Harbour Company - to build a harbour.¹⁰

On January 20, 1829, the House of Assembly received statements from several witnesses including seasoned captains that advised that: there was not a safe place to dock at Cobourg (the nearest safe docking site was the natural harbour at Presqu'Isle); that a harbour here would be advantageous to Cobourg and Rice Lake settlements; and, that it could be constructed at a significant expense.¹¹

On March 20, 1829, the Province of Upper Canada passed "An act to improve the navigation of Lake Ontario, by authorizing the construction of a Harbour at Cobourg, by a Joint Stock Company."¹² The Act states:

*Whereas the construction of a safe and commodious Harbour at Cobourg, in the District of Newcastle, would manifestly tend to the improvement of that part of this Province, as well as be of great advantage to all persons in any way concerned in the navigation of Lake Ontario.*¹³

The petitioners - named in the statute as Walter Boswell, George Strange Boulton, Benjamin Throop, Charles Perry, Ephraim Powell, James Grey Bethune, John Gilchrist, Ebenezer Perry, Dougald Campbell, Henry Ruttan, Stoddard Bates, Alexander Neil Bethune, Joseph Ash and Archibald McDonald - were granted permission to form a Joint Stock Company for this purpose. The Act set out the conditions of the new corporation such as: the extent of the harbour construction; the permission to purchase the lands; the value of tolls and rates; expected property maintenance; the structure of the corporation; and, the authority to the King to buy back the harbour after fifty years. It also stipulated that harbour construction, "shall be commenced within One Year, and completed within Seven Years after the

10 An Historical Walking Tour of Cobourg, p. 6 and 7.

11 "Report on the petition of W. Boswell & others". Journal 1929. (CPL)

12 Statutes of Her Majesty's Province of Upper Canada, 1829, p. 42.

13 Ibid.



5. Watercolour of Cobourg harbour by Philip John Bainbridge, 1840. It shows the Cobourg steamboat docked at the East Pier. (LAC)



6. "Cobourg" by J H Bartlett, 1842. It depicts the East Pier with the store house at the shore (with the large flag), and Victoria College beyond. (*Canadian Scenery*, Vol. II, p. 52)

passing of this Act.”¹⁴ The following year the Cobourg Harbour Company was incorporated with the following local citizens forming the board of directors: Walter Boswell, George Boulton, Archibald McDonald, James Grey Bethune, Dougald Campbell, John Gilchrst, Ebenezer Perry, and John Covert as Chair.

In the end, Cobourg’s harbour was constructed in several stages. The East Pier was completed in 1832, followed by the Centre Pier in the early 1840s, and the West Pier (also known as the ‘Langevin Pier’) between 1874 and 1875.¹⁵

2.4 The East Pier

In early 1831, the Cobourg Harbour Company set upon the community’s first large infrastructure project. That year’s January 11th issue of the *Cobourg Star* published the following notice:

*Wanted for the Cobourg Harbour Company. 500 Sticks of pine timber, 100 sticks ditto and 12 inches square. To be delivered on the beach near the harbour on or before the of March next.*¹⁶

According the historian Perry L. Climo, the construction proceeded as such:

*Large timber cribs were assembled, floated into position and filled with stone. The cribs were set so as to have a short gap between each and connected with heavy timber above the waterline, topped with thick planking.*¹⁷

By May 17, 1832, the wooden pier at the end of Division Street was completed. It allowed for large schooners and steam boats to deliver and pick up both goods and passengers. The pier was 30 feet wide and extended over 500 feet into the lake. It had been completed at a cost of £5,495; £2,495 raised by the sale of stocks as well as a £3,000 loan from the government. While not yet a harbour, the pier provided Cobourg with a safe place for cargo and passenger vessels to dock.

On May 17, 1832 the *Cobourg Star* wrote:

The eastern pier of this very valuable work is now complete; and we heartily congratulate the company and the public upon its magnificent appearance. Such another is certainly not to be found on this side of Lake Ontario. Stretching a solid mass upwards 500 feet into the lake, and 30 feet wide, it arrives at a depth

14 *Statutes of Her Majesty’s Province of Upper Canada, 1829*, p. 48.

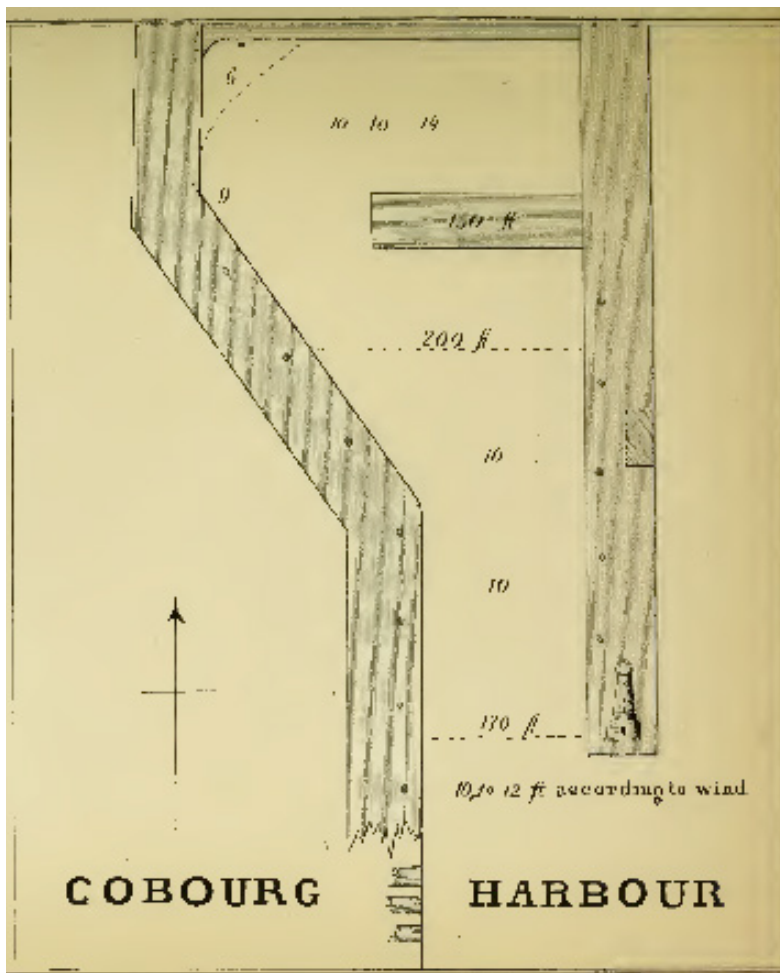
15 The west pier was named after the current Minister of Public Works, Sir Hectore Langevin.

16 *Cobourg Star*, Jan. 11, 1831.

17 “The Cobourg Harbour”, p. 1.



7. East Pier with first lighthouse and schooners on the opposite side of the pier, undated. (LAC)



"The Harbour of Cobourg is situated seven miles east of Port Hope, and is formed very much in the same way. A shifting bar of sand is thrown up during a S. W. gale, which renders the entrance to it still more dangerous than Port Hope for vessels of deep draft. The Harbour is more capacious, and when once entered, more secure, than that of Port Hope, having a second or inner basin with plenty of water, where no sea can injure or disturb the vessels that lie therein. The mouth of the harbour is 130 feet wide, with water varying from 10 to 13 feet..."

- [The Harbours and Ports of Lake Ontario](#), p. 11. (1857)

8. Cobourg Harbour, 1857. ([The Harbours and Ports of Lake Ontario](#))

*of between 15 and 16 feet of water, where the largest size vessel in the trade may now ride, in any moderate gale, even without a breakwater, in comparative safety.*¹⁸

While not a harbour, the pier greatly improved the convenience and safety of water based travel and shipping. It also provided a place for shipbuilding. On May 29, 1833, the first locally made steamboat - the 'Cobourg' - was launched from the pier.

As part of the harbour agreement, the Cobourg Harbour Corporation received 'port of entry' status. This allowed them to collect duties on goods shipped. A large customs house was built where the pier met Division Street. The building spanned over the street with a large central arched opening that allowed wagons through and served as a toll booth. Storage facilities flanked the archway.¹⁹ The first harbour master and customs collector was William Kiston.

2.5 The Centre Pier

The construction of the Centre Pier followed though, given the complexity and cost of the harbour infrastructure project, the Cobourg Harbour Company returned to the government in 1832 and 1835 to request an additional loan. First, there were complications and delays related to the drifting sand that continued to wash into the harbour basin. Second, the company suffered when its primary planner and stockholder, James Bethune, went bankrupt. While Bethune's shares were bought up, the new shareholders were primarily absentee landowners. This shifted a significant portion of the harbour business control from the local business owners who initiated the project to outside investors. Third, during the Rebellion of Upper Canada of 1837 (which lingered into 1838) halted construction leaving an incomplete harbour. Through all this, the harbour continued to operate with stockholders receiving dividends from the collection of tolls.

On May 11, 1839, the government passed "An Act to increase the Capital Stock of the Cobourg Harbour Company, and to extend the period for completing the same."²⁰ The Act's preamble stated that the construction deadline and budget set out in the original act was insufficient and, as such, recommended that the capital stock be increased to £10,000 and the harbour construction deadline be extended to four years from the passing of the new act.

18 [Cobourg 1798-1948](#), p. 114.

19 [An Historical Walking Tour of Cobourg](#), p. 18 and 19.

20 [Statues of Her Majesty's Province of Upper Canada, 1839](#), p. 88.

By 1841, the local economy had recovered and the harbour was a busy port. It received new settlers and manufactured goods, exported flour, corn, lumber, and wheat, and provided a dock for hundreds of vessels big and small.²¹ That April, the Cobourg Harbour Company accepted bids to extend the existing wharf by six more cribs. Joseph Metcalfe was selected to build the new (centre) pier. It extended out from the old Third Street wharf to provide a sheltered enclosure for ships to dock. It was intended to shield that harbour from the sand that was brought in with the south and southwesterly storms, and which required regular dredges to keep the harbour basin clear.

The following winter materials were bought and assembled along the shore in preparation for construction, however, work was interrupted when the provincial Board of Works took over construction of the harbour. The Cobourg Harbour Company had asked the newly formed Board of Works for assistance after one of the piers was breached. The government stepped in, turning over control of all harbour construction work to the Board of Works and requiring that all previous loans be repaid immediately from the tolls collected by the Cobourg Harbour Company.

It was at this time that Nicol Baird, Newcastle District engineer from 1835-45, was asked to prepare plans to complete the harbour.²² According to Perry L. Climo, Baird's design aimed to resolve the primary chronic problem of the harbour, drifting sand. He proposed

21 "Cobourg Harbour: A Gateway to Central Ontario", p. 3.

22 Baird's plans for the harbour (1842-43) are held at the Archives of Ontario, within the NH Baird fonds, ref. code F 645-2-0-2. At the time of this report, the archives was closed.



9. The Harbour-mouth, Cobourg, 1870, by W.H. Bartlett. (Cobourg Public Library, CPL)

the construction of a new crib that ran from the end of the East Pier east to the rocky shore at the base of Darcy Street at the opposite end of the beach. Baird's approach sought to create, "a large basin that would provide dockage and anchorage for many ships."²³ He ascertained that this enclosure would provide a barrier to the sand and remove the need for annual dredging. The Minister of the Board of Works, Hon. H.H. Killaly, rejected Baird's design, instead deciding to proceed with extensions to the two existing piers.

Between 1844 and 1845, the Board of Works' repair and construction work at the harbour included: repairs to the existing cribs; dredging (as needed); the construction of extensions to the two piers; and, the construction of a new lighthouse on the East Pier. The total cost of the work was £10,517.²⁴ The lighthouse was a square wooden tower that was approximately 16 feet x 16 feet square, 20 feet in height and contained a good lantern: "...the light is bright and good, and can be seen on a clear night seven or eight miles off."^{25 26} The Board of Work maintained the harbour until the summer of 1850.²⁷

23 "The Cobourg Harbour", p. 1.

24 "Appendix to...of the Journals of the Legislative Assembly of the Province of Canada, 1844-1845", p. QQ-8.

25 Great Lakes Lighthouse Encyclopedia, p. 45.

26 The Harbours and Ports of Lake Ontario, p. 11.

27 History of the Great Lakes, p. 270.

Nicol Hugh Baird (1796-1849) was a civil engineer who worked on early infrastructure projects - canals, harbours, railways, roads, and bridges - throughout Upper Canada in the early 19th-century. He was born in Glasgow, Scotland on August 26, 1796. His father, Hugh, was the civil engineer and builder the Edinburgh and Glasgow Union Canal. Nicol trained under his father and was admitted to the Institute of Civil Engineers of London, England in 1831.

Nicol Baird immigrated to Upper Canada in 1828. He was employed as the Clerk of Works for the Rideau Canal which he worked on through to completion in 1832. In 1833 Baird was hired by the Newcastle District to improve navigation along the Trent Waterway, and in 1837 he was appointed engineer in charge of all railway, marine and road engineering projects within the district, including the Cobourg Harbour (1842-1846).

The Archives of Ontario holds records by Baird in his capacity as engineer for various harbour projects including Cobourg Harbour (1842-1846). This material was not accessible due to COVID-19 closures.



10. Ice damming in the harbour, 1898. (CPL)

2.6 The Town Purchases the Harbour

On July 1, 1850, the Town of Cobourg - lead by the Council of the newly incorporated town - agreed to purchase the harbour from the Cobourg Harbour Company for £10,500 and committed another £6,000 to immediate improvements to the cribs, piers and wharves as well as dredging the harbour basin. As part of this work, the mouth of the harbour was widened to create a shipping channel that allowed for larger boats to dock at the East Pier. These changes enabled the harbour to support 100 vessels, and four steamships and several schooners daily.²⁸

2.7 Industrial Development and the Railway

The Town's purchase of the harbour was part of an ambitious vision to compete with the larger neighbouring shipping ports in Toronto and Kingston. In 1854, the Cobourg and Peterborough Railway was completed, linking Peterborough and its surrounding natural resources to the Cobourg harbour for export. The line followed a straight course between the two towns, over Rice Lake via a long trestle bridge. The Grand Trunk Railway arrived in 1856.

Indeed, by the mid-1800s, the harbour had grown into a busy hub of industrial activity; it was filled with schooners, daily steamboat traffic, and, from 1854, cargo from a busy rail yard. The railway company had built their terminal in the lots to the north and west of the harbour, and the tracks extended onto the piers such that goods could be loaded directly onto the waiting boats.²⁹ Edwin Guillet wrote that Cobourg's harbour industry peaked in 1857 when exports reached 14 million board feet of lumber, 8,000 barrels of flour and 200,00 bushels of wheat.³⁰ Cobourg had grown into a key stop within the Lake Ontario trade circuit which included such centres as Toronto, Hamilton, Rochester, Oswego and Kingston.

An 1856 article in the *Sentinel Star* reported:

The wharves on all sides of the harbour are covered to an uncomfortable extent with several million feet of lumber for the conveyance of which sufficient vessels cannot be procured. All the available craft are now actively engaged in the trade, and it is almost impossible to get a vessel to take out a load of lumber. After this month, the navigation will get a little dangerous for grain traffic, and then we expect to see our groaning wharves relieved of their burdens.

28 [www.cobourghistory.ca / waterfront history](http://www.cobourghistory.ca/waterfront-history).

29 [An Historical Walking Tour of Cobourg](#), p. 6 and 7.

30 [Cobourg 1798-1948](#), p. 100.

By 1859, the Town began to feel the burden of its ongoing debts related to the three significant infrastructure projects - the railway, the construction of Victoria Hall and the harbour.³¹ In 1861, Cobourg fell into economic depression. The local economy was impacted by the collapse of the Rice Lake railroad bridge in 1860 which cut off access to the Town's northern trade partners, and the start of the American Civil War in 1861 which interrupted trade with the United States. Revenue from the harbour suffered greatly and impacted all those dependant on the harbour and railroad for their livelihood.

In 1863, the *Sentinel Star* wrote of the harbour's low:

*It is a rather melancholy spectacle to walk down to the wharf and see that magnificent harbour, which so long bore upon its bosom the signs of trade, wealth, and prosperity, a complete waste. Not a sail flutters in the breeze, not a single vessel raises her cheerful masts above the noiseless scene; but it seems as if all human industry has fallen back into rural resorts, while idleness and desolation prevail around the once busy shores of the lake. This is a sad picture to contemplate. ... Our fate is to be forever the victims of accursed railway speculations."*³²

John Mawe, a local resident and commercial traveller, reflected on the prosperity of 1857 (in which the harbour played a central role) in a letter to the Cobourg *Sentinel Star* on June 21, 1864:

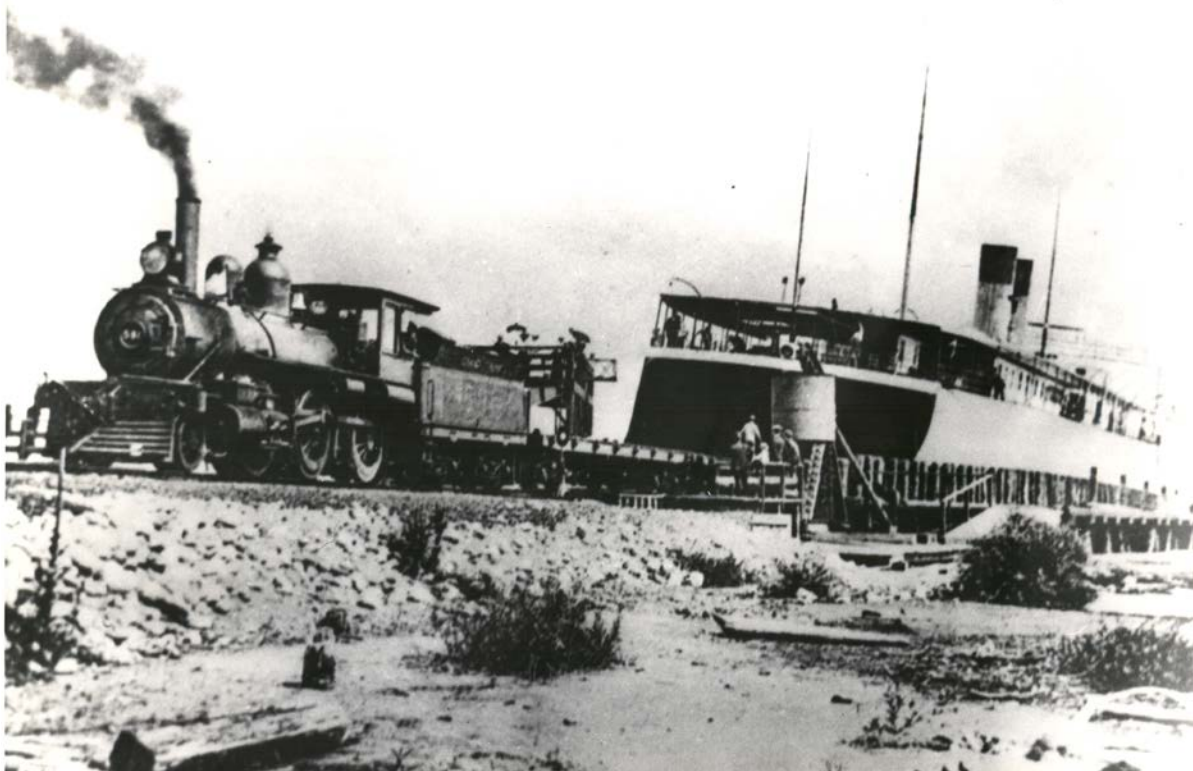
*The harbour was dredged and enlarged to receive all the shipping on the lakes during hurricanes, and to carry no end of lumber away. The wharf was loaded. Sailors walked about in scores. Plenty of shipwrights. Cobourg was to be the grand focus of commerce of law, and gospel.*³³

The next decades saw harbour activities experience gains and losses according to local economics that would, eventually, lead to the end of this highly industrialized era. The economy began to improve in 1865 as alternate connections to resources - lumber and iron ore - were established. First, in 1867 the Cobourg and Peterborough Railway diverted a line to the mines in Marmora to allow for shipping of iron ore to foundries in the United States. Second, in 1868 the railway installed an elevated trestle along the esplanade that made it possible to transfer the contents from the ore rail cars directly onto schooners. Third, in 1869 two sawmills established in Harwood and lumber was transported to Cobourg along the Harwood rail line.

31 [Delicious Mirth](#), p. 105.

32 [Cobourg 1798-1948](#), p. 101.

33 [Cobourg 1798-1948](#), p. 100.



11. Postcard of rail car being loaded onto ferry, undated. (NA)



12. Harbour rail yard, undated. (NA)

At the time of Confederation, July 1, 1867, the works consisted of two piers, the united length of which was 2,047 feet, and they were 190 feet apart at the entrance of the harbour, and inclosed an area of about 12 1/2 acres, the depth of the water within this area being at the outer end of the east pier, 14 feet, and decreasing to about 8 feet in the centre of the basin.³⁴

2.8 The West Pier

The construction of the West Pier resulted from a partnership investment between the Harbour Commissioner and the Minister of Public Works.

On February 27, 1873, the Minister of Public Works indicated that a 'harbour of refuge' was required along the north shore of Lake Ontario between Toronto and the Bay of Quinte to accommodate large vessels navigating the lake. The Cobourg Harbour was the preferred location as it was central, easy to access and the local authorities welcomed investment to expand the existing infrastructure. The letter continued on to note that an increase in trade was anticipated related to iron ore (from the Marmora Iron Mines) and lumber (accessed by the extension of the Cobourg Railway). Further these goods required large vessels currently unable to access the harbour. He recommended that parliament grant \$5,000 to complete a survey for a Harbour of Refuge here.^{35 36}

Following the approval and the completion of the survey, an agreement was made for improvements to the harbour, one where the government covered two thirds of the costs. It provided a 1,500 feet long and 30 feet wide pier extending out from the foot of Hibernia Street. The new west pier or breakwater was constructed by the federal Department of Public Works between 1875 and 1876 to address the harbour's exposure to the lake that resulted in sand accumulation within the harbour and ongoing dredging costs. The breakwater was named the 'Langevin Pier' after Sir Hector Langevin, Minister of Public Works at the time.

In the Minister of Public Works report for the Fiscal Year Ending 30th June, 1875, progress on the west pier expansion is described as follows:

Is situated on Lake Ontario, seventy-two miles east of Toronto. The improvement is the construction of a pier 1500 feet long, 30 feet wide, carried out on the line of Hibernia street; two thirds of the cost to be borne by the Department, and one third by the Harbour Commissioners.

34 [History of the Great Lakes](#), p. 270.

35 Letter by the Minister of Public Works, 1873. (LAC)

36 The LAC holds a letter from November 5, 1883, seeking approval to proceed with the contract to build an extension to the East Pier and engage J.W. Brown & Co. of Kingston as the contractor. This initial contract would fail and the work awarded to a second contractor.

This work is being energetically pushed on: material was delivered during winter and the sinking of cribs commenced on the opening of Navigation.

The construction was credited to contractors, Messrs. Row and Koyl. The summary of work in the following year's report clarified that the final length of the pier was determined to be 1470 feet.

Between 1881 and 1883, the East and West Piers received a further extensions. According to History of the Great Lakes:

In 1881-82 an arm was place under construction extending 150 feet in a south-easterly direction, but at the close of the fiscal year ending June 30, 1892, it was not completed...In 1882, \$12,000 was appropriated toward extending the piers. In 1883 Parliament appropriated \$20,000 more, for the extension of the eastern pier. The expenditures from Confederation to 1884 were, \$116,861. ³⁷

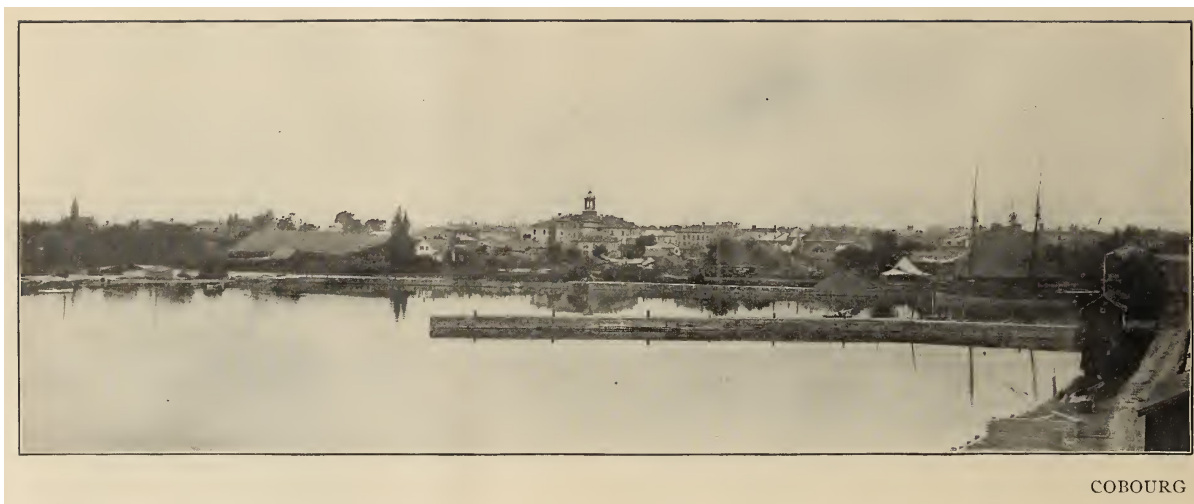
This work also included the erection of a beacon on the West Pier in 1883 (relocated in 1887) and a fixed white mast light at its outer end of the East Pier in 1886.³⁸ Further dredging increased the depth of the channel and basin was to 16 feet and 17 feet along the breakwater. In 1889, another 150 feet of superstructure was built to the western pier.³⁹ November 7, 1882 saw the first Canadian life saving station was established at the Cobourg harbour.

By 1891, the harbour was greatly improved as described in the following directory:

37 History of the Great Lakes, p. 270.

38 Ibid.

39 Ibid.



13. View looking north-west to town from the east pier, 1900. (Cobourg Illustrated)

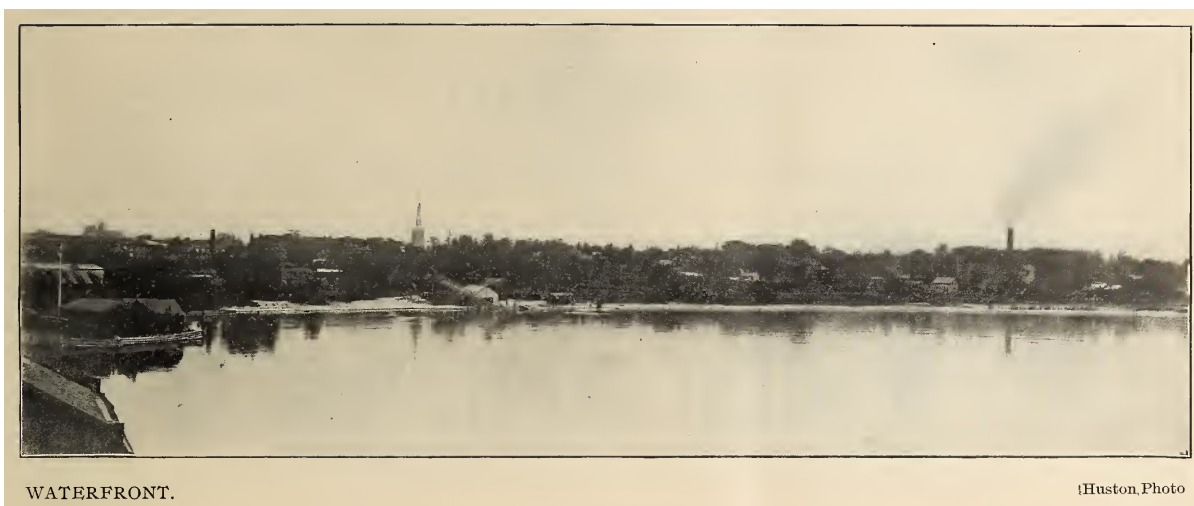
A port of entry, is pleasantly located on the north shore of Lake Ontario, 70 miles from Toronto, 90 from Kingston, 68 from Rochester, and 263 from Montreal. The manufacturing interests of the town show a healthy and prosperous condition. It possesses a good harbour, and the principal shipments are lumber, iron ore and farm produce. The Royal Mail steamers invariably land here. Population, 6,000. Collector of Customs, Charles E Ewing. It has a fixed white light on the pier head visible 8 miles, 20 feet high. To enter this harbour get the light on the east pier to bear north and steer directly for it till you open the piers; keep the east pier close aboard.⁴⁰

Another resurgence of maintenance work and improvements occurred in the early 1900's. The 1908 Minister's Report identified rebuilding, from the water up, the easterly end of the north esplanade (405 feet long by 23 feet wide), and dredging:

...the dredge removed 188,279 cubic yards of clay and sand, and excavated a channel approaching the harbour, 1,020 feet long by 120 feet wide; also, in the outer harbour, and area 600 feet long by a minimum width of 12 feet and a maximum width of 340 feet, and in the inner harbour, and area 530 feet long having a minimum width of 160 feet and a maximum width of 380 feet.

The following year a small crib - 12 feet wider by 48 feet in length - was rebuilt on the east side of the east pier. In the 1910, Randolph MacDonald Co. was awarded the contract to extend the western breakwater 350 feet and the eastern breakwater 425 feet, the cribs were 106 feet in length by 35 feet wide. Other work that year included dredging and the removal of old piles on the west side of the east pier. In 1923, V.T. Bartram reconstructed a portion of the east pier and in 1924 the current lighthouse was constructed.

40 R.L. Polk and Co's Marine Directory of the Great Lakes, p. 31.



14. View looking north-west to town from the east pier, 1900. (Cobourg Illustrated)

2.9 A 20th Century Resort Town

At the end of the 19th century, Cobourg was a small town of 5,000. The completion of the harbour and the easing of the local industrial shipping attracted recreational uses - sailing regattas, yachting and a ferry service to Rochester, New York. Recreational water uses appeared as early as May 10, 1876 when the "Countess of Dufferin", a racing schooner built in Cobourg, set off to race in the America's Cup race in New York.

Cobourg began to attract the attention of American industrialists and investors. Its picturesque setting along the north shore of Lake Ontario made it a popular summer resort town. New grand hotels were constructed in and around Victoria Park, as well as cottage resorts and summer homes along the shorelines as shown in Cobourg Illustrated: Canada's Beautiful Summer Resort published in 1900. Cobourg's lake side setting and harbour was featured prominently in promotional books promoting it as an established summer resort town in Canada:

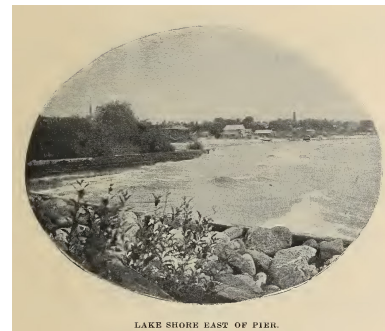
*The great lake, with its broad, sandy beaches offers a most tempting bathing ground for ladies and children, coupled with this is the "chute" is always well patronized.*⁴¹

In the 1920s, the mayor published a booklet promoting the industrial infrastructure of the town. The harbour featured prominently:

*Our harbour is open the entire year, and vessels from abroad, as well as lake vessels, are able to call for load or to discharge their cargoes at our docks. It is the only harbour of safety available to vessels during stress of weather on the north shore.*⁴²



15. "On the Beach, Cobourg", c. 1882. ([Picturesque Canada](#))



16. "Lake shore east of the pier, one of the most delightful and safe bathing grounds in America", 1900. ([Cobourg Illustrated](#))



17. East pier, 1910. ([Photographic View Album of Cobourg](#))

41 [Cobourg Illustrated](#), p. 1.

42 [Cobourg: An Interesting Souvenir Booklet](#).



18. Postcard of the Cobourg beach (with the pier in the background) by Novelty Manufacturing & Art Printing Co., 1910. (TPL)



19. Postcard of east pier by Valentin & Sons, c. 1909. (CPL)



20. Aerial view of the harbour looking east by McCarthy Aero Service Ltd., 1919. (Archives of Ontario, AO)



21. "Waterfront, Cobourg, Ont. as seen from an aeroplane" by Canadian Post Card Co., 1919. (CPL)



22. Aerial view of the harbour by McCarthy Aero Service Ltd., 1919. (LAC)



23. Postcard of ferry docked at East Pier, undated. (NA)

2.10 The Ontario Car Ferry Company

As Cobourg entered into the new century, there were several changes in the Town's economy. First, the shipping industry had changed. The closure of both the Marmora mines and the Harwood sawmills indicated the end of its primary exports - lumber and iron ore. Second, the use of the schooner had come to an end. Steam ships had replaced them as the preferred mode of water travel and the railway was the primary mode of on land transportation.

Thus, the Town set about developing new economic interests, building upon its large factories and a strong business base. Over the coming years, Cobourg's water transportation system switched over to steamboat use, and its main import was coal from the United States. The coal was needed to fuel the new east-west railroad systems.⁴³

In 1905, the Ontario Car Ferry Company was formed. It was a joint venture between the Grand Trunk Railway and the Buffalo, Rochester and Pittsburg Railroad. The primary purpose of the company was to transport coal cars from Pennsylvania to Cobourg for use by the Grand Trunk locomotives. A steamboat line between Cobourg and Rochester was established: coal was shipped to Cobourg with feldspar, lumber, pulpwood and flour returning to the United States. New coal sheds were built in the rail yard and oil tanks adjacent to Hibernia Street.

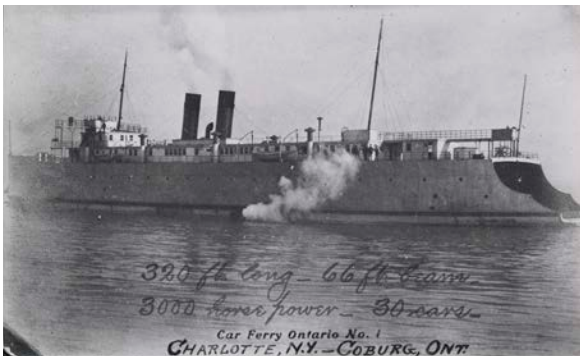
The first steamboat, 'Ontario No. 1', was launched in April 1907. The second vessel, 'Ontario No. 2', was introduced on April 3, 1915. In addition to carrying cargo, the boats were licensed to carry passengers. Ontario No. 1 had a car deck that could hold 28 railway cars and two passenger decks that could accommodate 1200 passenger, and Ontario No. 2 could carry 32 cars and 1000 passengers.

While the ferries encountered some difficulties due to storms, ice and fog, they did good business throughout the 1910s and 20s. In an average season, they ferried 70,000 passengers. Business began to fall during the Great Depression, during which time the vessels were leased out for excursions around Lake Ontario. By the late 1940s, passenger traffic had declined rapidly such that by 1948 the company was running at a deficit. The steamers completed their final trips on July 31, 1949 (Ontario No. 1) and April 20, 1950 (Ontario No. 2).

43 *An Historical Walking Tour of Cobourg*, p. 18 and 19.



24. Ferry "Ontario No. 2", July 29, 1927. The new lighthouse is at the end of the pier. (LAC)



25. Ontario No. 1, 1947. (LAC)



26. Ontario No. 2, 1948. (LAC)



27. Lake Ontario Steam Boat Company poster. (Maritime History of the Great Lakes website)



28. Lake view from ferry, undated. (Cobourg Yesteryears, CY)



29. Ferry moving through ice, undated. (CY)



30. View from ferry, undated. (CY)



31. East Pier lighthouse, October 1924, Transport Canada. (LAC)

2.11 East Pier Lighthouse

The lighthouse is located at the end of the East Pier. It was one of five square tapered concrete lighthouse (or lighttowers) constructed between 1924 and 1931 by the federal government, "as aids to navigation for commercial and pleasure craft."⁴⁴

The lighthouse is a 40 foot tall pyramidal concrete structure. The board formed concrete exterior walls are 2 feet thick at the base and appear to have been poured in 3 foot lifts. The walls are painted on both sides. The entrance is on the north elevation; it is a 4 feet 2 inches wide opening with a metal double door. The threshold is raised 18 inches above the interior floor level.

At the ground floor, the interior floor plate is 14 feet x 14 feet and the interior height is 12 feet. The contents of the room include 3 concrete pads on the floor (these likely supported formed machinery / equipment) and an electrical panel on the west wall.

⁴⁴ FHBRO Report, p. 1. The report also considered the following Ontario lighttowers: Maybury Highway 10 lighttower; Southeast Bend 16 lighttower; and Walpole Lower A32 and Upper A34 lighttowers.



32. East Pier lighttower, October 1990, Transport Canada. (FHBRO report)



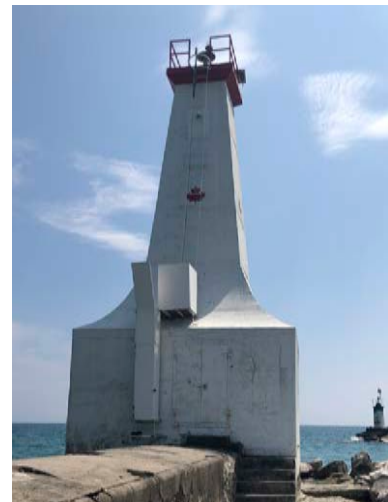
33. Prospect Point, B.C. lighttower (c. 1947), undated, Transport Canada. (FHBRO report)



34. Burlington front range light. (google streetview)



35. Prospect Point, B.C. lighttower. (google streetview)



36. East Pier lighthouse, July 2020. (BA)

Keepers:

George Gummow (1917–1927)
J. Lavis (1927)
J.F. McGuire (1927–1931)
Gerald F. Harris (1931–1964)

The second floor is accessed via a steep metal stair, and through an opening in the 6 inch thick concrete floor slabs. At this level, the interior dimension tapers in sharply from a 14 feet square floor to 6 foot 10 inch square at 4 feet 6 inch high, and continues to reduce at a shallow slope within the 18 foot 6 inch tall space.

The third floor is 4 foot 6 inch square with an interior height of seven feet. The floor is a wood plank platform and the walls are roughly 9 inches thick.

The structure is largely intact with minor changes including: the partial removal of the exterior climbing rungs on the north elevation and the provision of a secure metal ladder and platform; the provision of an upper rail at the roof level; and re-painting. The structure displays a weathered exterior consistent with its exposed location on the lake.

In 1993, the Federal Heritage Buildings Review Office (FHBRO) completed a heritage evaluation of the structure. The following is the finding of the assessment:

Historical Associations: The Cobourg East Pierhead lighttower is only one of numerous aids established since 1884 to aid craft navigating in and out of the Cobourg Harbour. A light on the out end of the harbour's east pier harbour was lit on 10 November 1915. This 35 foot pole light was a supplement to an existing harbour light first established on the east pier in 1844, and maintained by the Town Corporation. (A light on the west pier was established in 1883 and later replaced.) The current concrete harbour light on the breakwater at the out end of the east pier was built in 1924 to house an electric light and an electrically-drive diaphone fog alarm plant. Its construction did not come at a particularly noteworthy time in the development of Cobourg.

For many years the harbour lights aided commercial traffic, including the Cobourg-Rochester car ferries, which ran daily service from the late-19th century until about 1952. By 1966, Cobourg was developing into a haven for pleasure craft in addition to 80-100 commercial arrivals a year. By 1979, commercial traffic was "non-existent," though the light and fog alarm continued to be used by the Cobourg Yacht Club and other pleasure craft. A new fog alarm installed in the lighttower in 1972 annoyed the citizenry; it was altered, and in 1980 was discontinued. No significant person or event is believed to be directly associated with the lighttower.

Architecture: The Cobourg East Pierhead concrete lighttower is an unusual design, with an 18-foot-square base surmounted by a pyramidal shaft which rises from a flared base to a 6-foot-square top. Similar design were used for the Propsect Point, B.C. lighttower and the Burlington, Ontario front range light. The Cobourg lower received even less aesthetic attention than the Burlington

front range or Prospect Point towers, lacking their more substantial concrete tower caps and minimal decorative formwork. The cap of the Cobourg tower was rebuilt and a railed was assess at an unknown date (perhaps 1959, when the 6th Order apparatus was changed.) The Cobourg tower, built to a Department of Marine and Fisheries' design is in good condition, according to Mac Peterson, CCG. Prescott.

Environment: The Cobourg East Pierhead lighttower stands on its original site, which was the site of its predecessor pole light. The light-station also includes a nearby dwelling (declared surplus in 1965) and garage, but now used by CCG Search and Rescue. The mainland is built-up and urban in character. When Public Works demolished the old harbour lighthouse and Powder House (where dynamite was stored to free the harbour mouth of ice in the winter so the ferries could operate) in 1981, the Cobourg LACAC wrote to the Minister of Transport to request that the Powder House be rebuilt and to ask permission to designate the East Pierhead lighttower under the Ontario Heritage Act "as an historic landmark of Cobourg." Transport Canada declined permission, as they did not wish to relinquish control over an active aid to navigation. The tower is well-known in Cobourg, though perhaps taken for granted, according to Bob Angioni of the Cobourg LACAC. In his opinion, attention would be generated if the tower was threatened.

See the appendices for a condition assessment of the lighthouse.



37. View to east pier from nearby roof top, c. 1947. (CPL)

2.13 The Mid 20th Century

After the closure of the ferry company, the harbour returned to a predominantly industrial character. Guillet's history of Cobourg, published in 1948, depicts a weathered industrial landscape:

This, with various extensions out into the lake and numerous reconstructions using cement, make up the harbour we know today, with the old piles still in plain view in some places...⁴⁵

Larger ships carrying freight and coal continued to frequent the harbour.

By 1964, Cobourg would begin to lease the harbour from the federal government and collect revenue from the marina shipping activities... There were ships of wire for General Wire and Cable and the ships with oil for the oil tank farms. Between Third Street and Division Street, it was all coal piles.⁴⁶

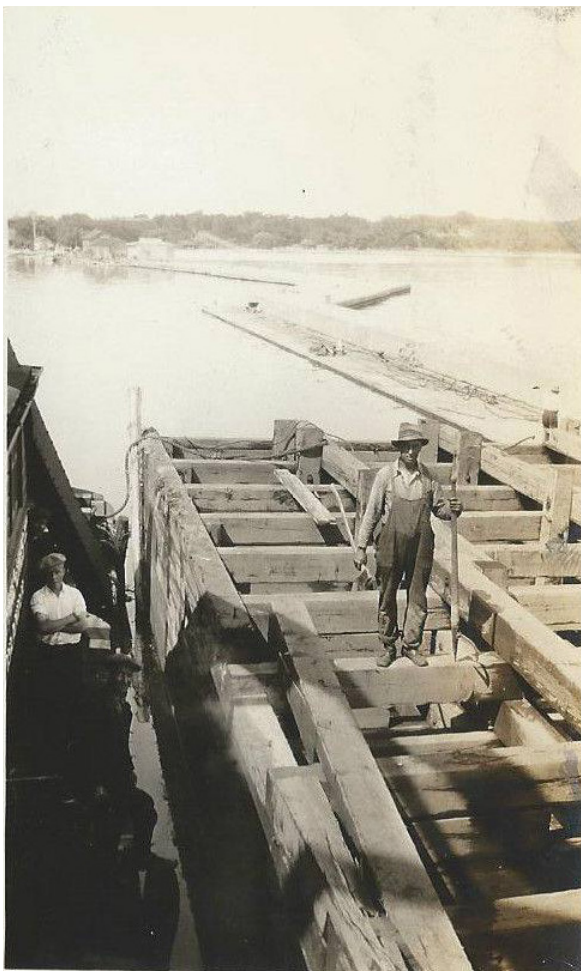
As reliance on coal diminished in the 1970s, so too did the coal piles near the harbour and the related shipping. These were replaced with large oil storage tanks and serviced by a small tanker fleet.

45 Cobourg 1798-1948, p. 116.

46 Note from Bryan Baxter in "On the waterfront; a look back at the history of Cobourg's waterfront". www.cobourghistory.ca.



38. East Pier, 1930. (CPL)



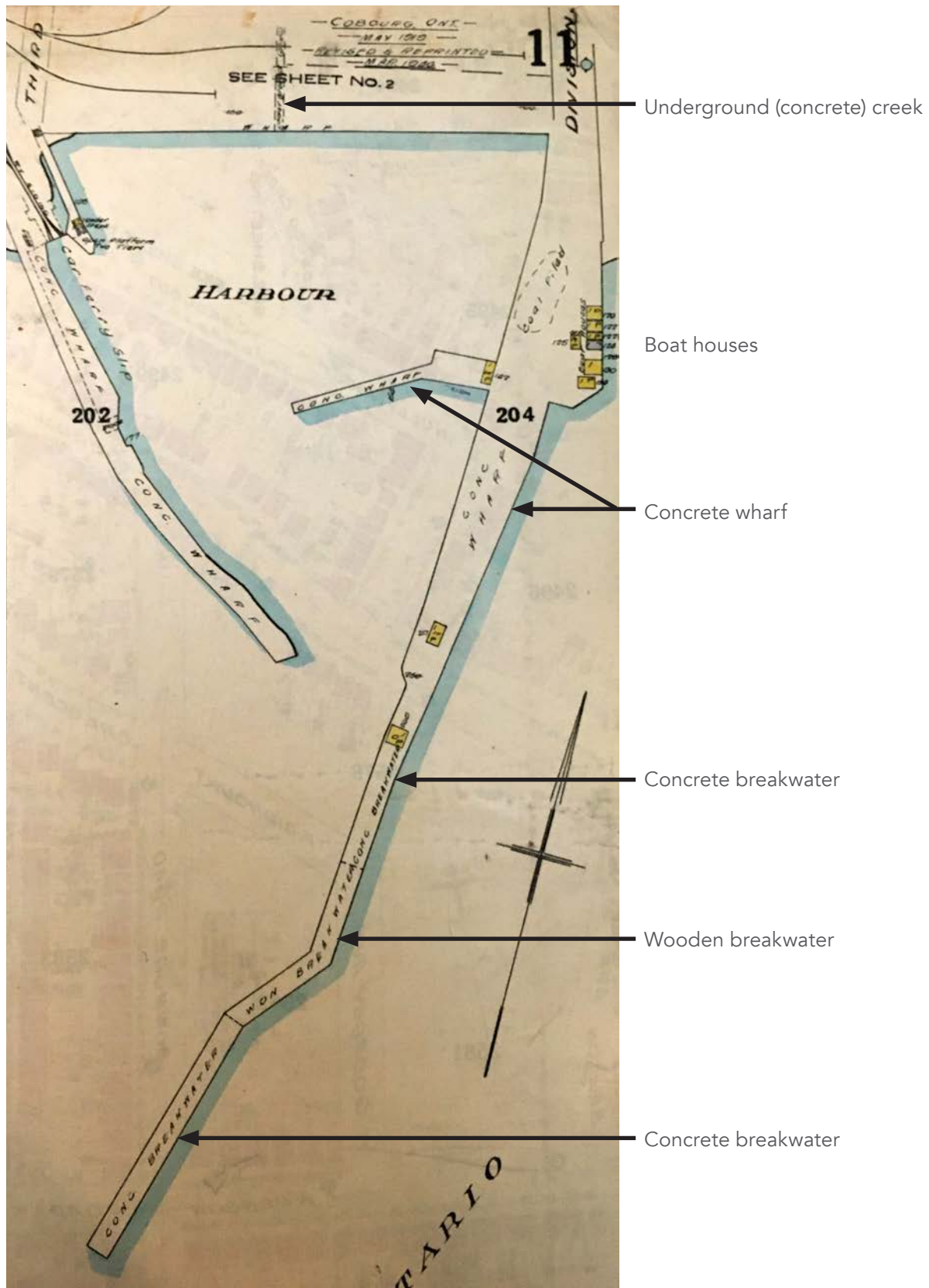
40. East Pier, 1929. (CY)



39. "East Pier looking north" by James Guillet, 1948. Pictured are Edwin and Bob Guillet. (CPL)



41. "East Pier looking north" by James Guillet, 1948. (CPL)



42. Fire Insurance Plan by Charles Goad, May 1919 Revised Mar 1946. (NA)



43. Industrial rail lands adjacent to the harbour, 1956. (NA)



44. Large freighters docked along the east pier, undated. (NA)

2.13 The Cobourg Yacht Club

The Cobourg Yacht Club (CYC) was established on September 17, 1965, when it was granted a Charter by Provincial Secretary John Yaremko. The first Commodore was Edmond Gendron. In 1967, the CYC clubhouse was completed, and soon after purchased a search and rescue boat named "Red Barren". A new clubhouse followed in 1987.

2.14 Harbour Rejuvenation

In the early 1980's, the Town embarked on a new vision for the harbour that would shift the emphasis from deep-sea industrial uses to small craft, recreational and tourism uses. The catalyst for this change happened in 1981 when the Department of Oceans and Fisheries suggested that the Town change its harbour designation to a small-craft harbour. The Town received the new designation in 1982 and set about planning upgrades to the harbour in partnership with the federal government.⁴⁷ The first project completed was the installation of a new sewer main across the top of the harbour and related land upgrades, the Town completed the land based work and the federal government completed the water-side harbour and dock improvements.

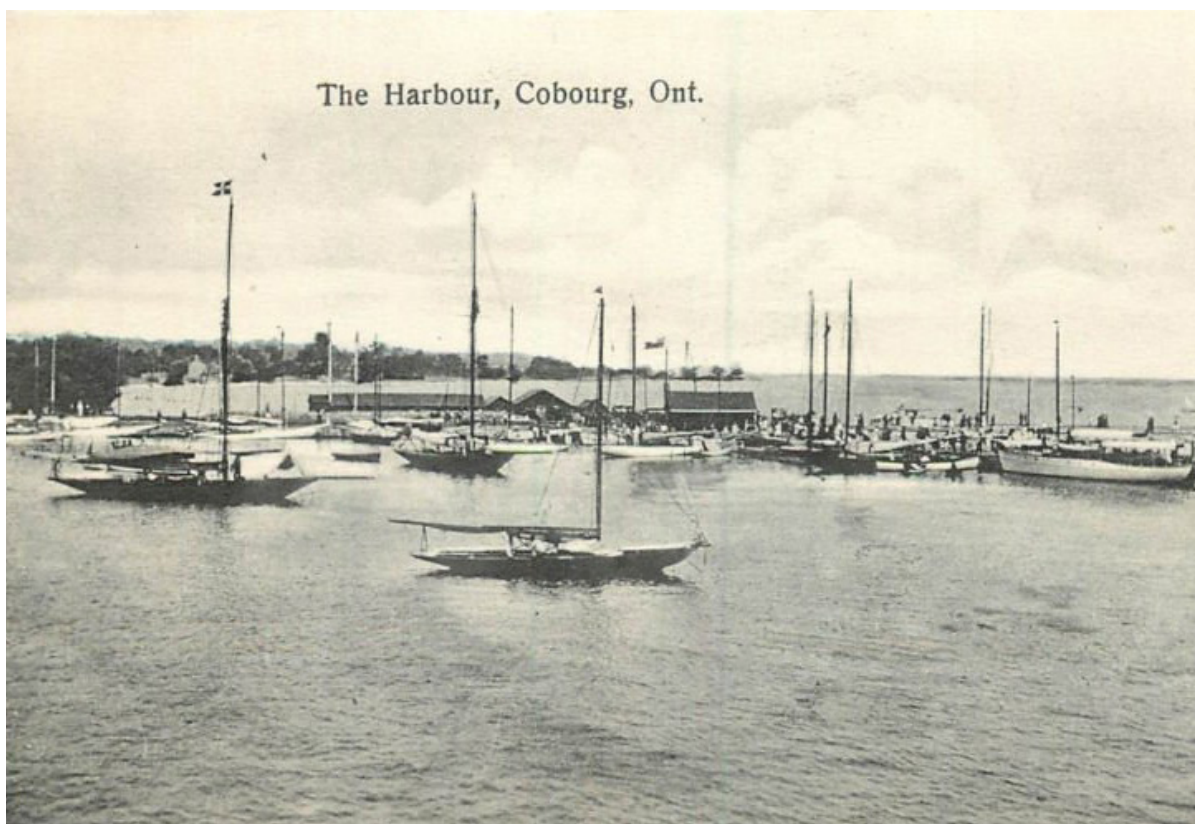
These initial improvements yielded prompt results, attracting leisure yachts and development interest in condominiums along the shoreline. Cognizant of the possibilities a rejuvenated harbour would bring, the Town completed a secondary plan for the harbour area that allowed for residential redevelopment on the former rail yards and industrial lands, and preserved public lands in and around the harbour. The plan allowed for an impressive waterfront regeneration project that would attract residential and commercial development as well as tourism. Environmental remediation and industrial removals were undertaken over the next decades. The work included land acquisitions and the remediation of soils that contained petroleum, hydrocarbons and heavy metals prior to new development. Two of the last oil tanks closest to the shore removed in 1991.

According to an article by Vince Versace in Northumberland News, while condominium development was at first slow in coming, the Town proceeded with their plans for the area with the aim to improve connections between the harbour and Victoria Park, and establish Cobourg's marina as a sailing destination. In the 1990's, the Town built a new marina building, completed improvements to the adjacent trailer park and built a new waterfront walkway, from Division to Green streets.⁴⁸ The area has since received several low rise condominiums.

The Town regained ownership of the harbour in 2002, and the Department of Fisheries and Oceans continues to lease the coast guard property.

47 [An Historical Walking Tour of Cobourg](#), p. 18 and 19.

48 [Cobourghistory.ca](#)



45. Harbour view looking east to East Pier, 1946. (CYF)



46. Harbour and marina, 1998. (*An Historical Walking Tour of Cobourg*, p. 18)

3 CULTURAL HERITAGE EVALUATION

3.1 Cultural Heritage Evaluations

The following table evaluates the East Pier at 114 Division Street in Cobourg in relation to *Ontario Regulation 9/06*.

Criteria	Description	Assessment
Design or Physical Value	i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	√
	ii. displays a high degree of craftsmanship or artistic merit, or;	X
	iii. demonstrates a high degree of technical or scientific achievement.	X
Historical or Associative Value	i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;	√
	ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	√
	iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	X
Contextual Value	i. is important in defining, maintaining, or supporting the character of an area;	√
	ii. is physically, functionally, visually, or historically linked to its surroundings, or;	√
	iii. is a landmark.	√

The following table evaluates the East Pier at 114 Division Street in Cobourg in relation to the Town's Official Plan criteria.

Criteria	Assessment
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;	√
d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place;	√
e) contextual value in defining the historical, visual, scenic, physical and functional character of an area; and,	√
f) landmark value.	√



47. Postcard of the Cobourg Harbour by Valentine & Sons' Publishing Co. Ltd., 1910. (TPL)

3.2 DRAFT Statement of Cultural Heritage Value

Description of Property - East Pier, 114 Division Street

The East Pier forms the east-most built component of the Cobourg harbour. The man-made structure extends out into the Lake Ontario from the base of Division Street and displays a small concrete lighthouse at the end of the pier.

Statement of Cultural Heritage Value or Interest

The East Pier's cultural heritage value lies in it being an example of an early and highly evolved pier structure within the Cobourg harbour and along the north shoreline of Lake Ontario. Built in 1832, the original section of wooden pier was 30 feet wide and extended over 500 feet into the lake. It formed the first section of the Cobourg harbour. The pier has received numerous repairs and alternations, a concrete breakwater extension and two lighthouses (only the 1924 lighthouse remains).

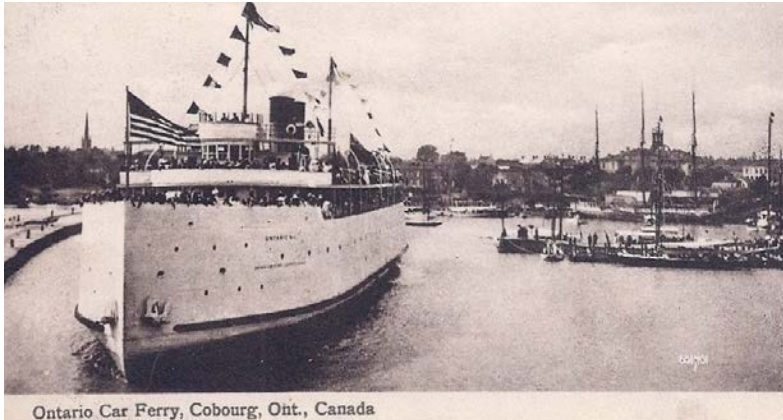
The East Pier has historical associations with the Cobourg Harbour Company. Composed of local business owners of the time, the company successfully lobbied for and completed the construction of the harbour with the aim to improve the viability of the early settlement. While the harbour would be completed by the Ministry of Works and purchased by the Town of Cobourg, the harbour initiative established Cobourg as a key water transportation port on Lake Ontario and would inform the Town's eras of economic growth and change.

The East Pier has further cultural heritage value as a key element of the Cobourg harbour. The pier, with the landmark lighthouse at the end, is visually distinct and picturesque as viewed from Lake Ontario, the Esplanade and the Cobourg beach.

Description of Heritage Attributes

Key exterior attributes that reflect the East Pier's cultural heritage value as an early and highly evolved element within Cobourg's harbour include:

- the footprint of the East Pier estimated at 825 foot long by 65 feet wide at the north end and 100 feet wide at the south end;
- the breakwater extension;
- the 40 foot tall concrete lighthouse;
- the view to the pier from the east end of the Cobourg beach; and
- the view from the esplanade towards Lake Ontario, within which the East Pier frames the eastern edge of the harbour.



48. Ontario car ferry postcard, undated. (CYF)



49. View from base of East Pier looking west to piers, undated. (CYF)



50. Steamships at end of cracked concrete breakwater, undated. (NA)



51. East Pier collage. (AECOM drawing and google map)

4 FINDINGS

For three-quarters of a century the East Pier was Cobourg's boardwalk, and the arrival of the Kingston, the Caspia, or the North King was something that the citizens congregated to see. As a contemporary publication put it, "The long piers are favourite promenades for hundreds who enjoy the refreshing lake breezes". - Edwin C. Guillet

The East Pier at 114 Division Street in Cobourg was found to satisfy multiple criteria set out in *Ontario Regulation 9/06* as well as the Town's Official Plan criteria for the designation of cultural heritage resources, and merits designation under Part IV of the *Ontario Heritage Act*.

The East Pier has design/physical value as an evolved and dynamic man-made structure within Cobourg's harbour. It has direct historical/associative value related to the Cobourg Harbour Company and the Town of Cobourg. It also have contextual value related to the development of the harbour, the Town of Cobourg and the Town's economy since early settlement times. The East Pier with the light house is a significant visual marker along Cobourg's shoreline - one that features prominently in the Town's historical records of the last 200 years.

As the East Pier has received innumerable alterations and repairs since the first wooden pier was constructed in 1832, making it a highly evolved and dynamic cultural heritage resource.¹ The key physical attributes of the pier to be conserved are the physical footprint of the pier (with its subsequent extensions) and the 1924 concrete light house. Other aspects to be preserved are views to the pier and lighthouse from the beach and the esplanade.

As the pier structure is subject to extreme weather and forms part of Cobourg waterfront rejuvenation work, it is expected that this resource will require ongoing repairs and upgrades to maintain and improve its built integrity, attractiveness and usefulness as a public space. The pier displays significant weathering and cracks, so much so that it is currently cordoned off from the public. As the East Pier is a dynamic component of the Town's cultural heritage, new work to the pier should aim to preserve² the pier and rehabilitate³ the pier as an significant feature of the harbour.

1 The Ontario Heritage Tool Kit describes 'evolved' places as those that have grown up over a period of time and whose elements document the process of its evolution, and 'dynamic' places as those who have evolved over a long time and where the process of evolution is ongoing.

2 Preservation: The action or process of protecting, maintaining, and /or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.

3 Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place, or an individual component, while protecting its heritage value.

Appendix 1: Sources

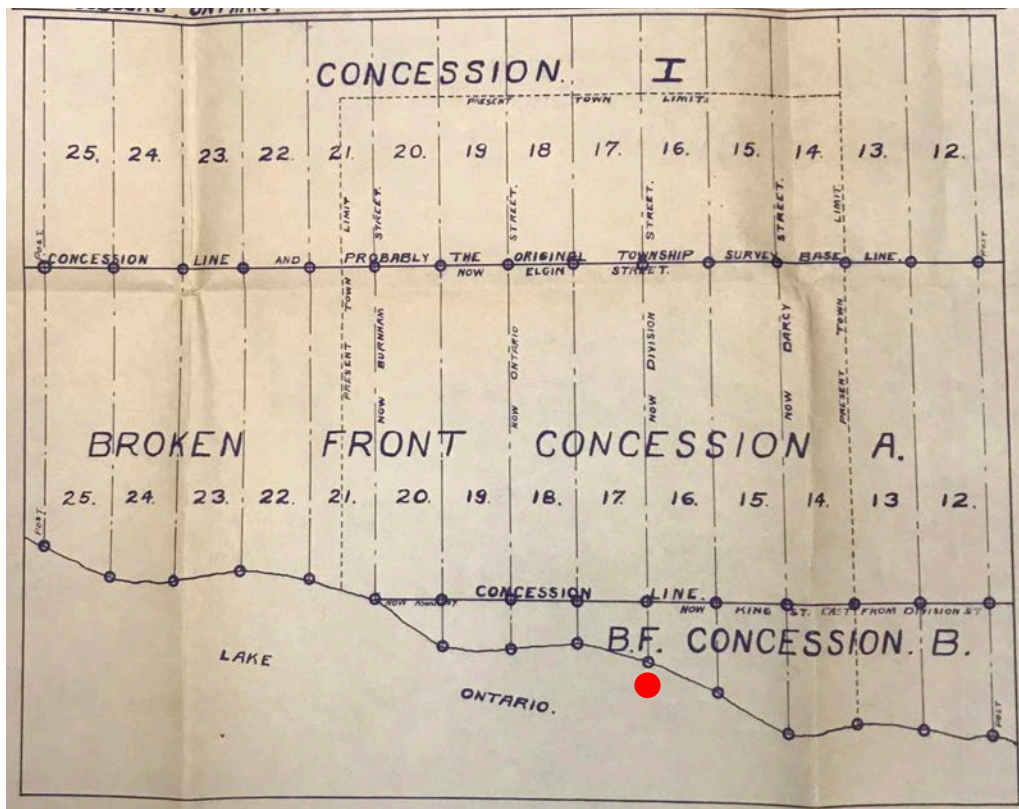
1. ---. "An Historical Walking Tour of Cobourg". Northumberland Publishers, 1998.
2. ---. "Appendix to the fourth volume of the journals of the Legislative Assembly of the Province of Canada ... 28th day of November, 1844, to the 29th day of March, 1845 ... eighth year of the reign of ... Queen Victoria : being the first session of the second Provincial Parliament of Canada." Montreal: R. Campbell, 1845.
3. ---. "General Report of the Minister of Public Works". Ottawa: Maclean, Roger & Co., 1876, 1877, 1908, 1909, 1910,
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5. Beldon H. & Co. Illustrated Historical Atlas of the Northumberland & Durham. Toronto: H. Beldon & Co., 1878.
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7. Climo, Percy. "The tiger and the west piers", *Saturday Morning Post*, July 15, 1989.
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9. Town of Cobourg Local Architectural Conservation Advisory Committee. "A Guide to the History and Architectural Heritage of the Town of Cobourg", undated.
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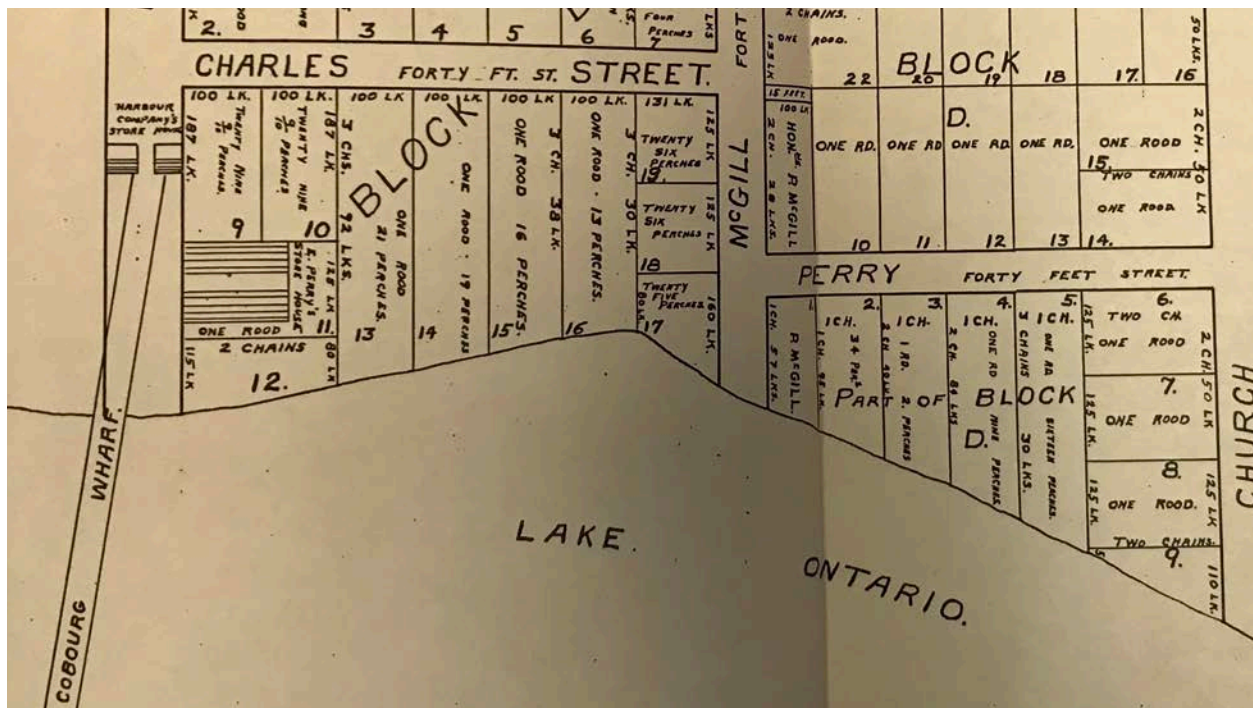
Other:

1. Archives of Ontario. <http://www.archives.gov.on.ca>
2. Cobourg History website. www.cobourghistory.ca
3. Cobourg Public Library.
4. Ontario Land Registry. www.onland.ca
5. Library & Archives Canada. www.bac-lac.gc.ca
6. Lighthouse Friends. www.lighthousefriends.com
7. Maritime History if the Great Lakes. www.maritimehistoryofthegreatlakes.ca
8. Northumberland County Archives

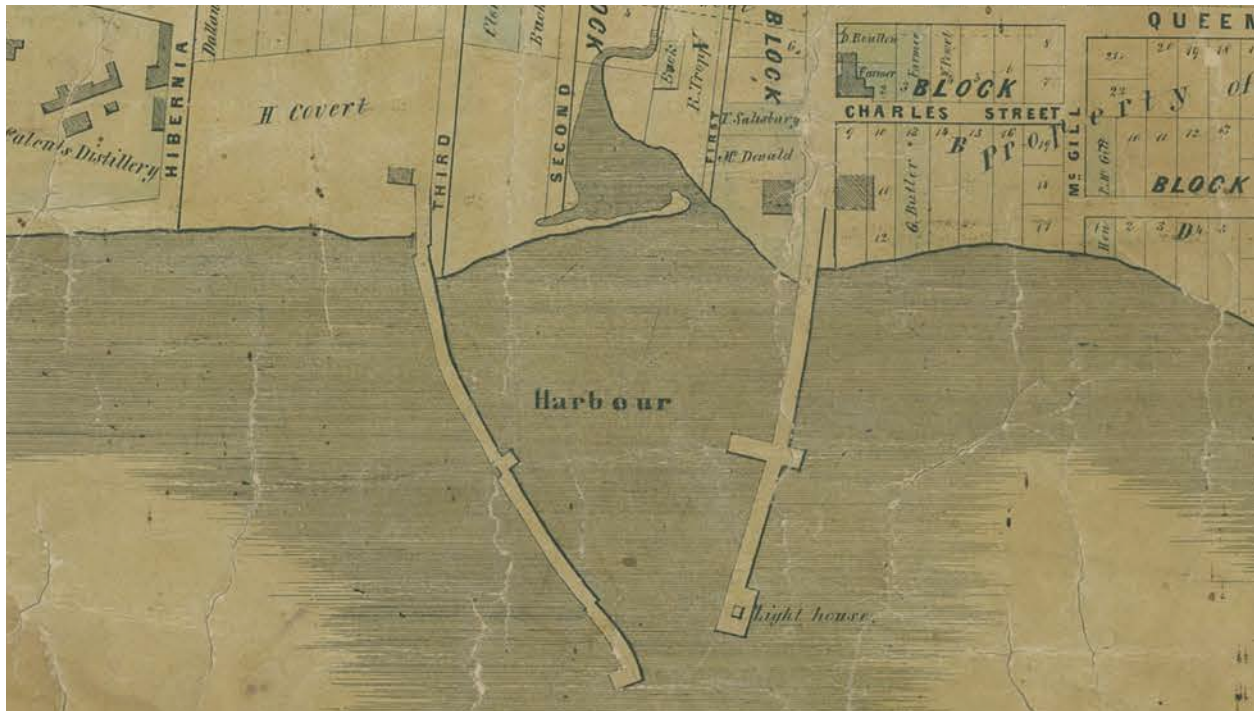
Appendix 2: Historic Maps



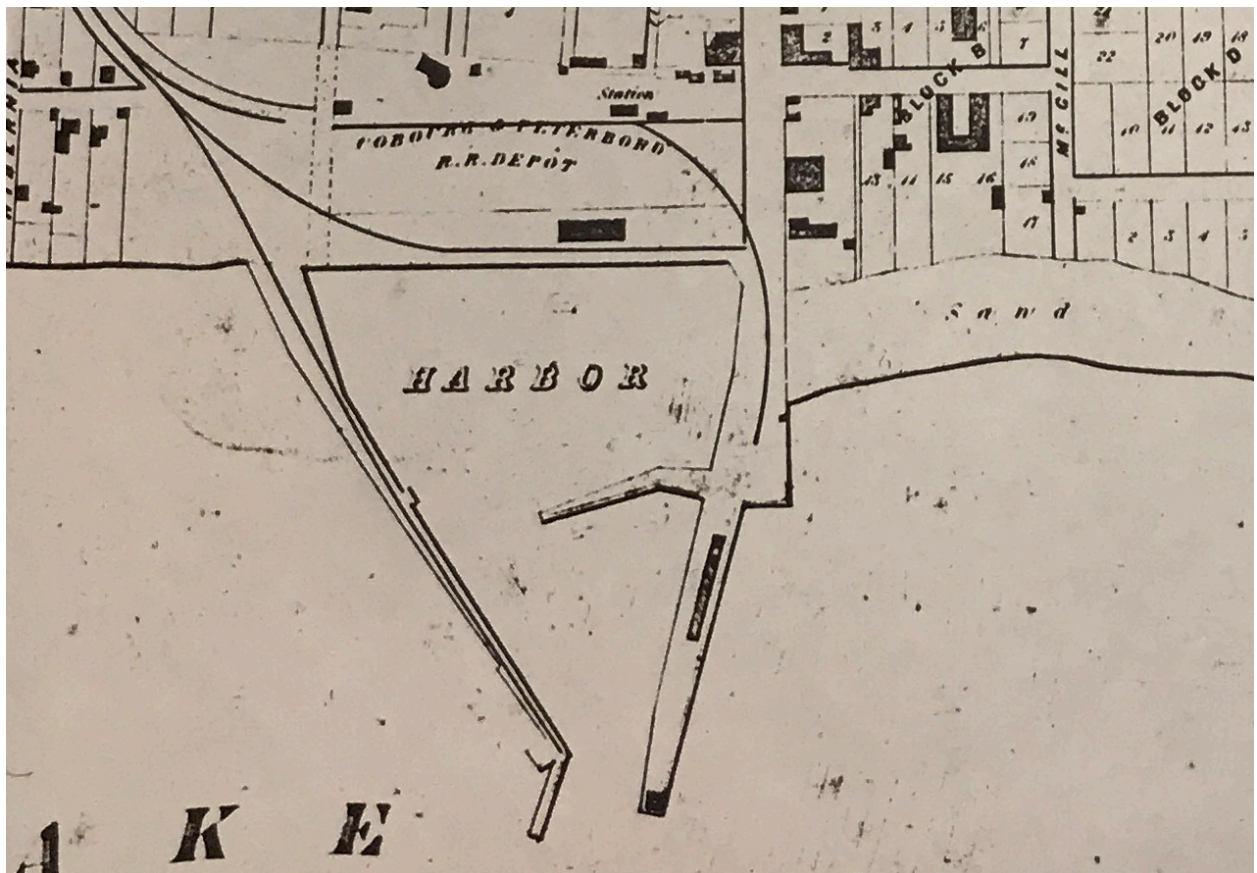
1. "A Sketch Illustrating the Original Survey of Part of Hamilton Township" by Augustus Jones, 1795. The east pier would be built at base of Division Street at Lot 16, B.F. Concession B. (CPL)



2. Part of Plan of Subdivision registered on November 11, 1841, showing the Cobourg Wharf (east pier), the Harbour Company's Store House across Division Street, and E. Perry's Store House. (CPL)



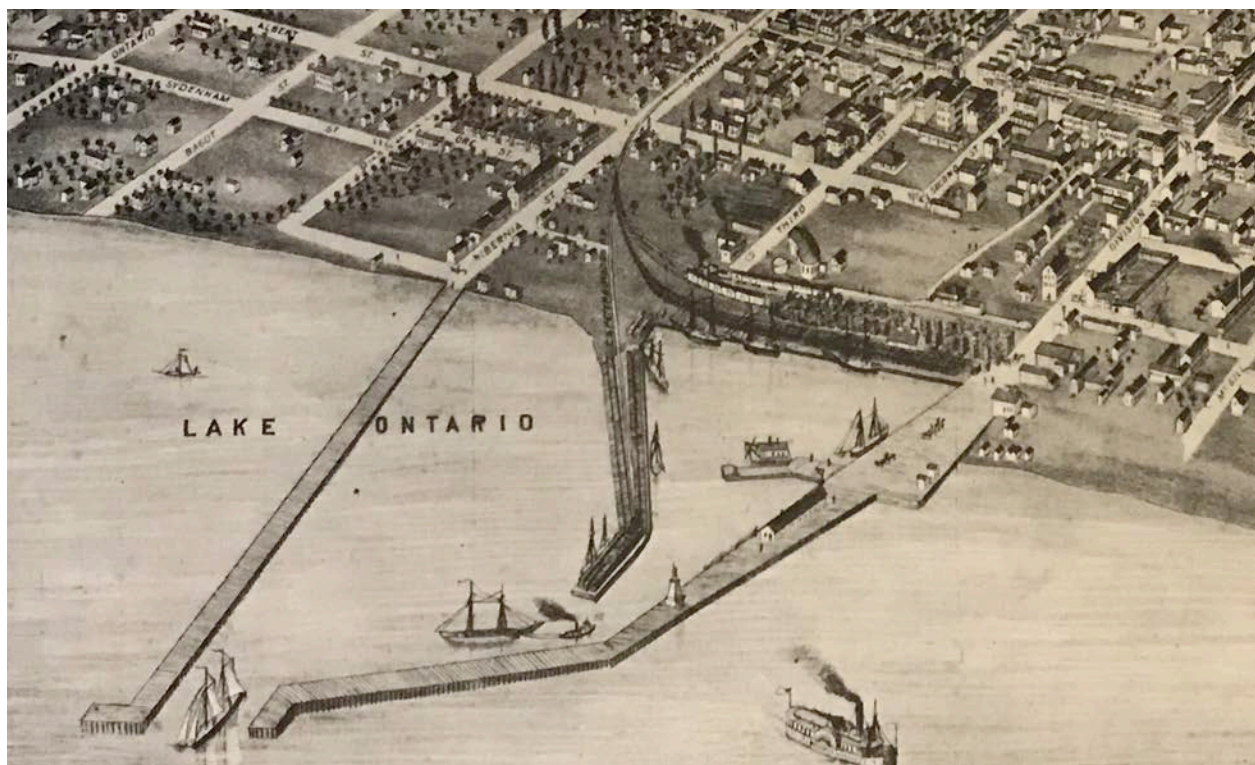
3. Part of 1847 "Plan of the Town of Cobourg" by Sanford A. Fleming, 1847, showing east pier with a light house and centre pier at Third Street. (Northumberland Archives, NA).



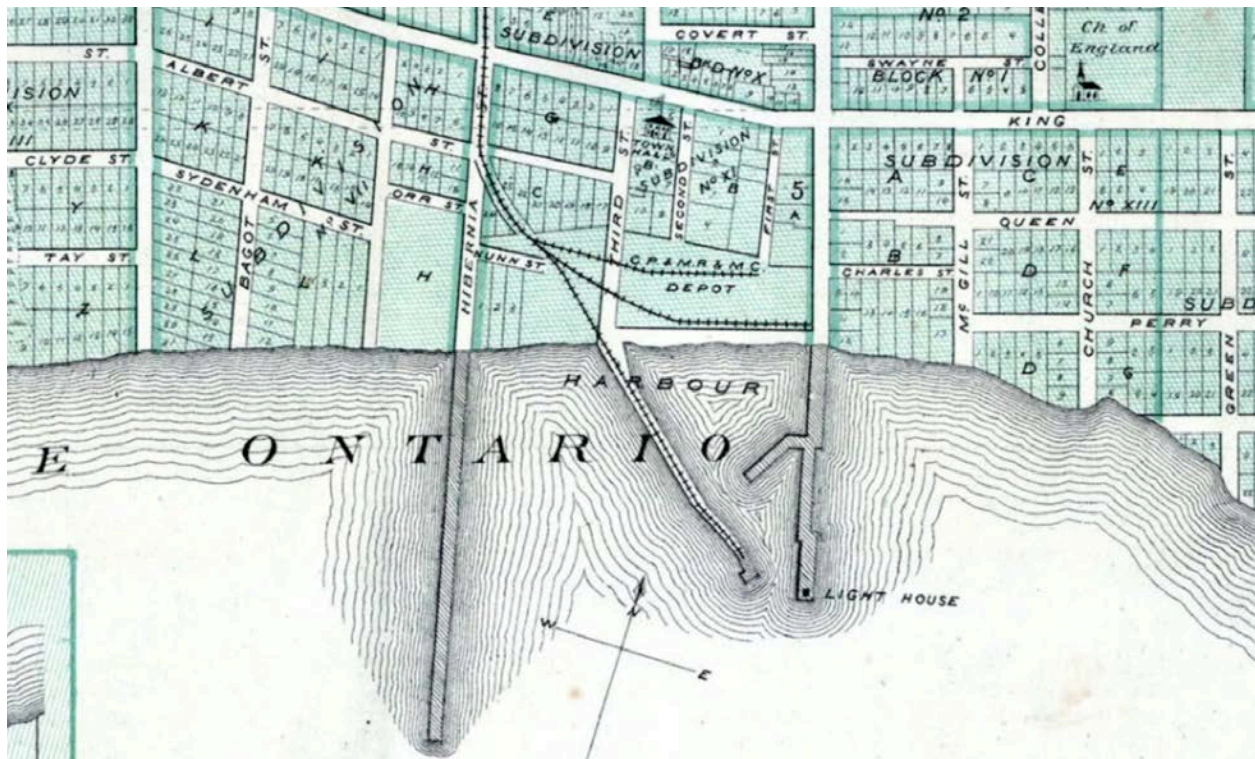
4. Part of "Plan of the Town of Cobourg, With Its Limits" by Hannaford & Lloyd, 1858, showing the introduction of the rail lines. (CPL)



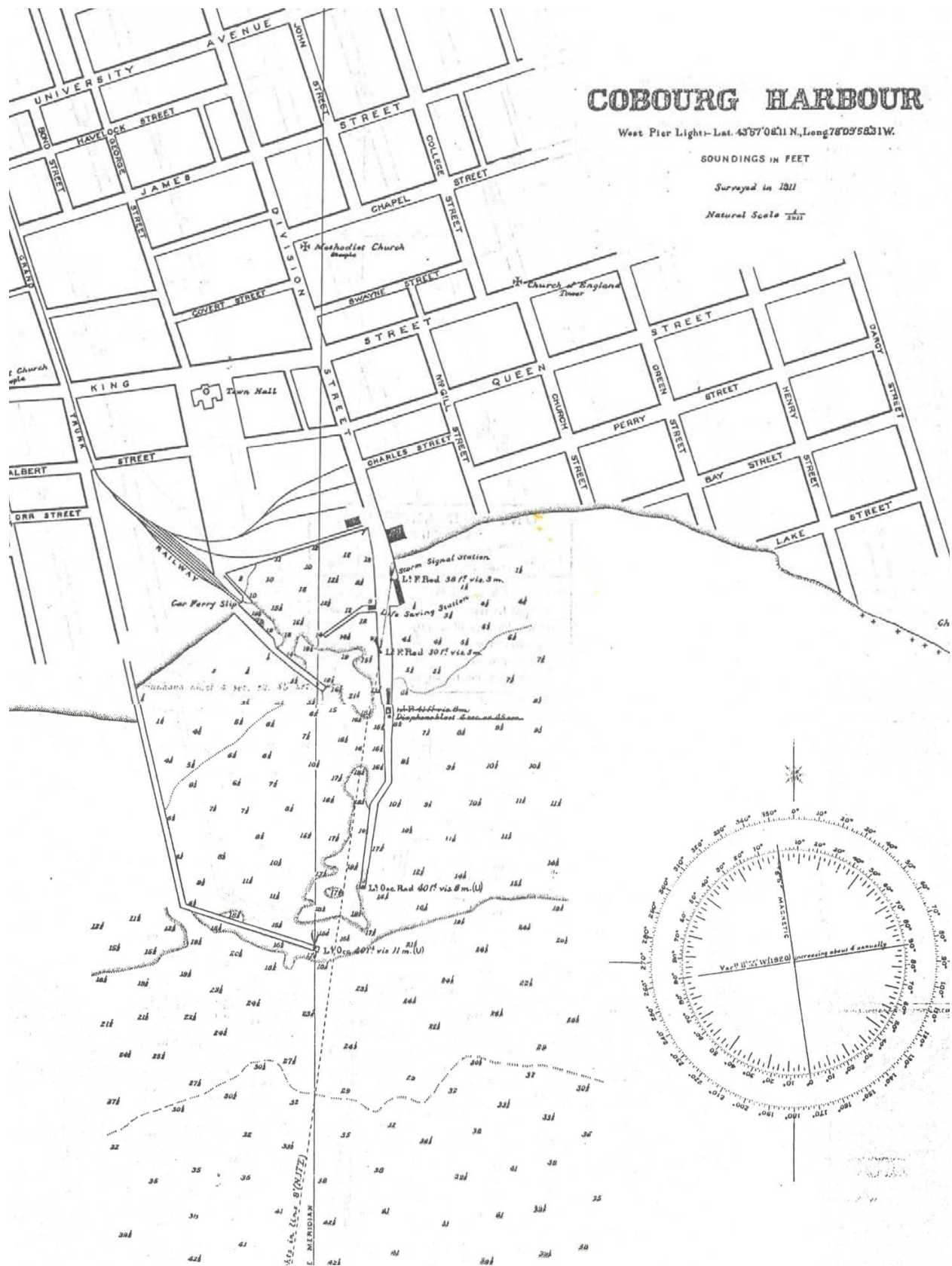
5. Part of "Plan of the Town of Cobourg" by E. C. Caddy, 1867 (revised June 1892). (CPL)



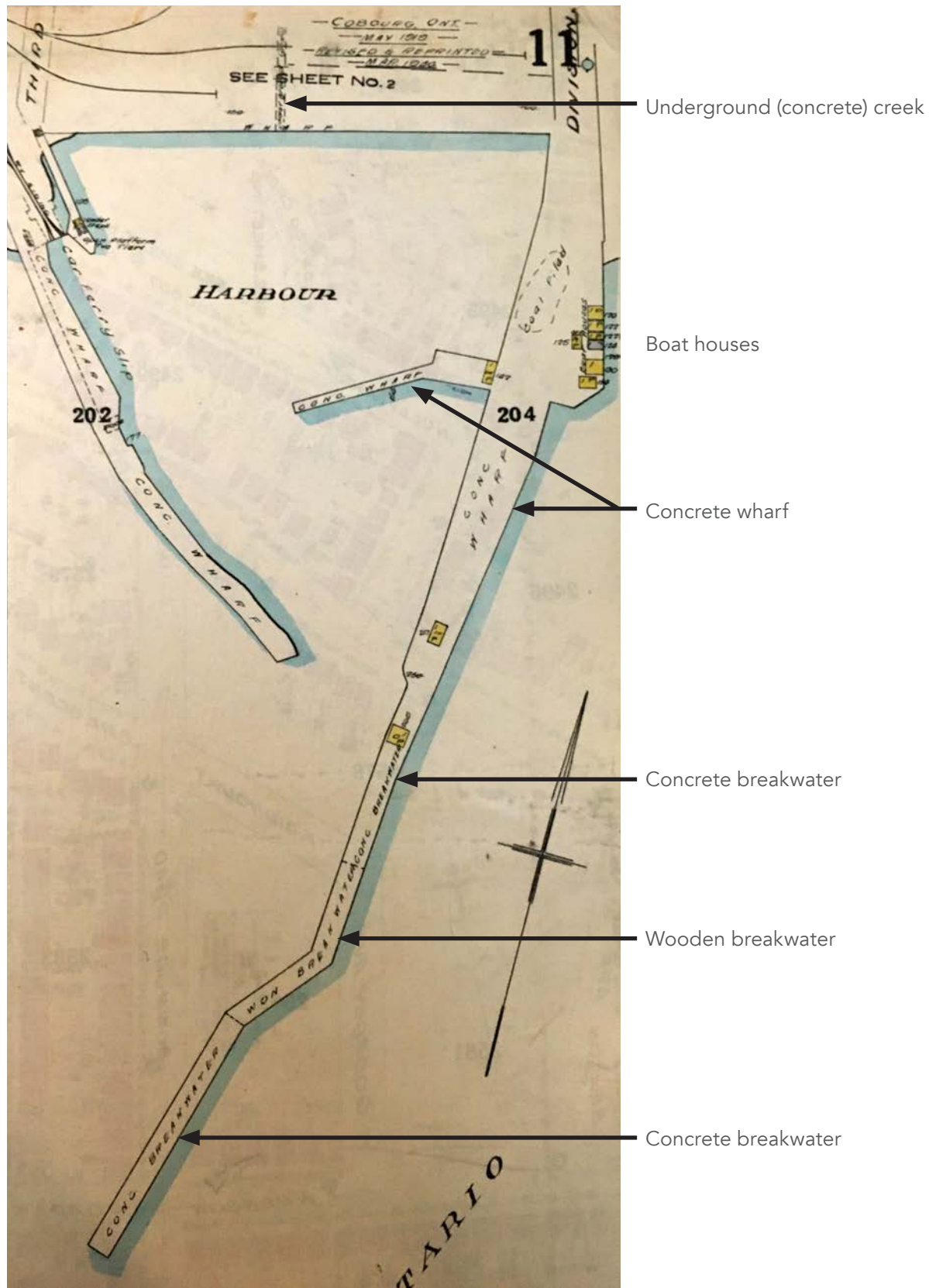
6. Part of 1874 "Bird's Eye View of Cobourg" by Mr. Brosius, 1874, showing the extension to the east pier, the centre pier and the west pier at Hibernia Street. Of note, the west pier was not constructed at the time of this map (CPL)



7. Part of Town of Cobourg Northumberland County, 1878. (Historical Atlas of Northumberland & Durham Counties)



8. Cobourg Harbour survey, 1911. (CPL, item notes original at Archives of Ontario)



9. "Fire Insurance Plan" by Charles Goad, May 1919 Revised Mar 1946. (NA)

Appendix 3: Property Photos, 2020



1. View to pier from east end of beach. (BA)



2. View to pier from marina. (BA)



3. East Pier, looking south across the pier. (BA)



4. East Pier looking south across pier. (BA)



5. East Pier, as it meets the breakwater, as viewed from the east. (BA)



6. East Pier, looking north along the breakwater. (BA)



7. East Pier, looking north where the breakwater meets the pier. (BA)



8. East Pier, looking north along the breakwater. (BA)



9. East Pier, typical erosion. (BA)



10. East Pier, typical cracking. (BA)



11. East Pier, typical cracking. (BA)



12. East Pier, hydrographic service marker. (BA)



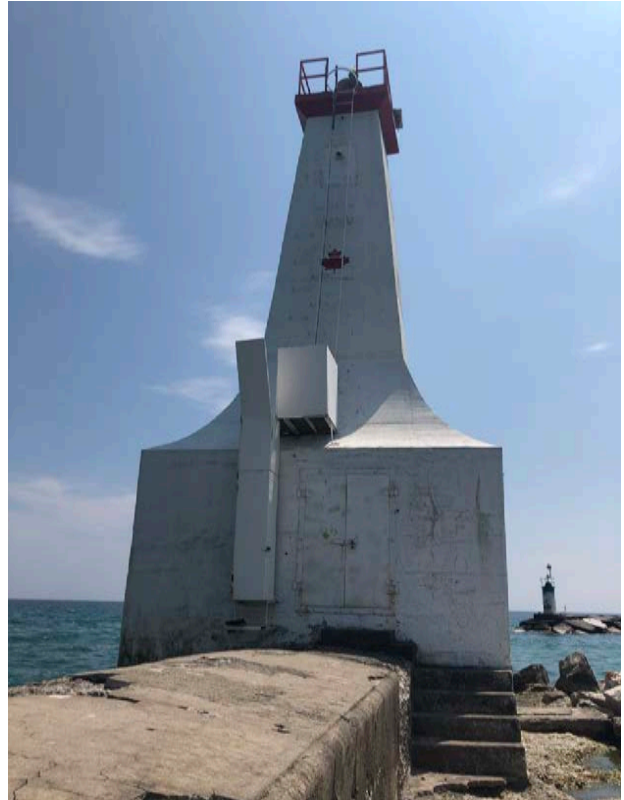
13. Wharf off west side of pier. (BA)



14. Coast Guard building. (BA)



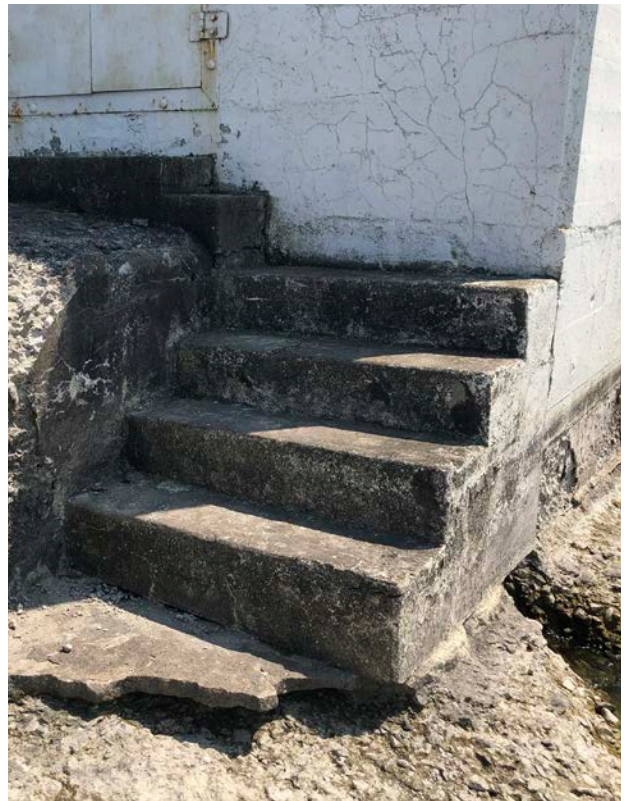
15. Lighthouse, as viewed from the breakwater. (BA)



16. Lighthouse, north elevation. (BA)



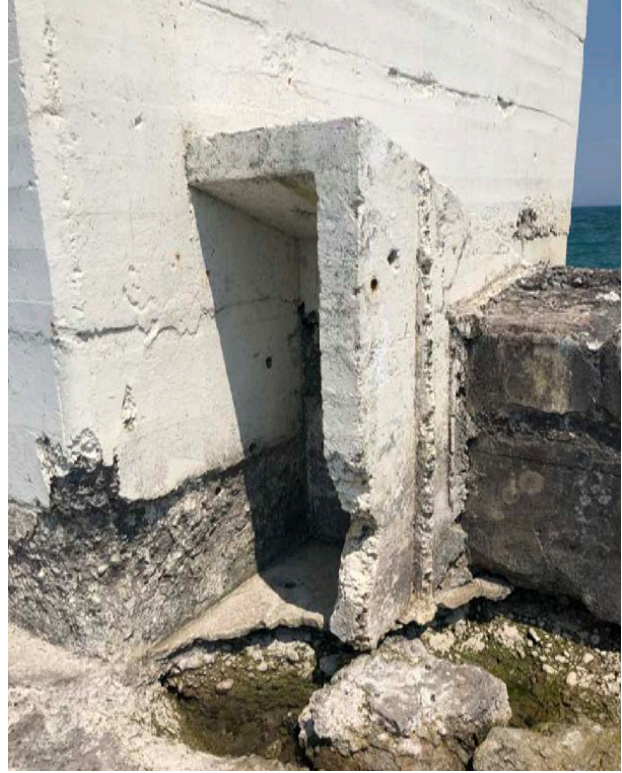
17. Lighthouse, lantern. (BA)



18. Lighthouse, stair at entrance. (BA)



19. Lighthouse, west elevation showing board treatment and erosion at base of wall. (BA)



20. Lighthouse, atypical form at south wall. (BA)



21. Lighthouse, south wall, lighthouse resting on existing concrete breakwater (BA)



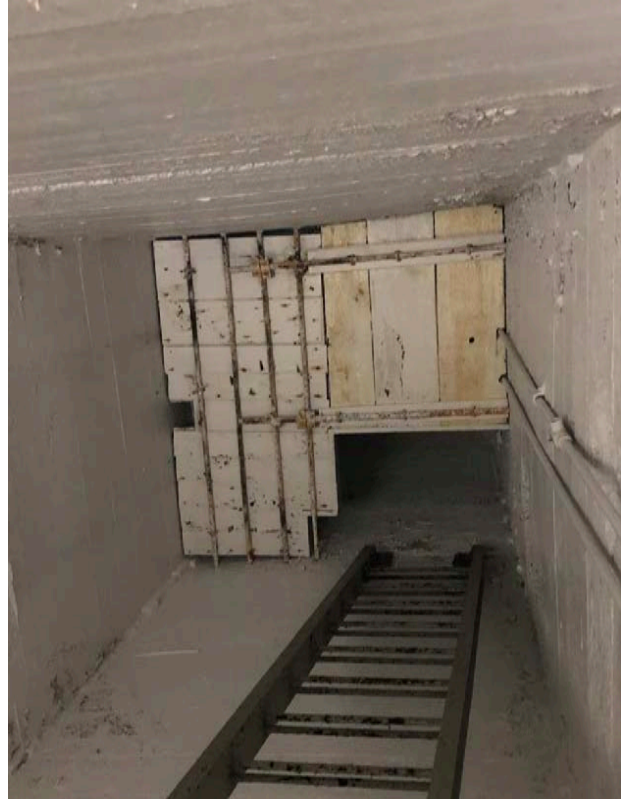
22. Lighthouse, interior west wall. (BA)



23. Lighthouse, interior north wall. (BA)



24. Lighthouse, tapered wall at second level. (BA)



25. Lighthouse, wood plank floor at third level. (BA)



26. Lighthouse, wood blocking in wall. (BA)

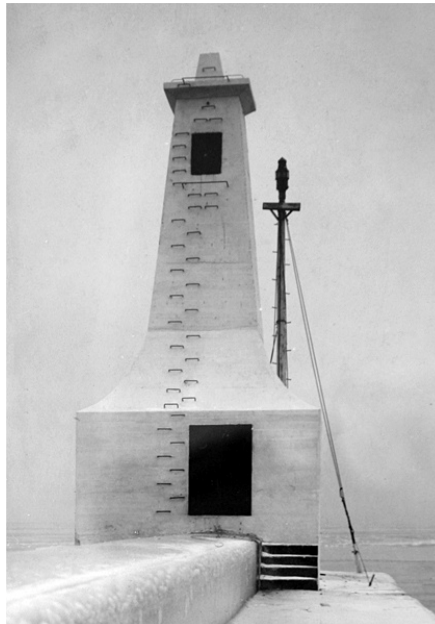


27. "RDR" scribed on outside wall. (BA)

Appendix 4: Condition Assessment, Cobourg East Pier Lighthouse,
November 2020 by Shoalts Engineering

Condition Assessment, Cobourg East Pier Lighthouse, November 2020Building description

The Cobourg East Pier Lighthouse is a 40' high concrete structure with an 18' square base approximately 15' high tapering in a graceful curve to a pyramidal shaft about 9' square which tapers uniformly to 6' square at the top. Surmounting the shaft is a concrete capital projecting about 12" all around. Originally the capital was the base for a square plinth about 3' high, upon which was mounted an electric light with a 6th order Fresnel lens. The 6th order lens was the smallest Fresnel lens made for lighthouses, approximately 17" high with a focal length of 6". There was a diaphone fog alarm in the lighthouse as well as the light, operated by an electrically driven air compressor. The concrete plinth for the light was removed, a railing was installed around the platform, and the light was changed to a more modern beacon, apparently in 1959. The diaphone fog alarm was changed in 1972 and removed in 1980; it is unknown when the equipment to drive the apparatus was removed from the building but the concrete bases are all that remain inside the tower today.



The lighthouse was built in 1924 "to a Department of Marine and Fisheries' design using technology and materials typical of the era".¹ We do not have the design drawings or specifications so we are unable to determine definitively if "technology and materials typical of the time" means reinforced or unreinforced concrete. The first quarter of the 20th century saw the beginnings of widespread use of portland cement concrete for structures, initially unreinforced as in the Peterborough Lift Lock (1904), and the Cape Race, Newfoundland lighthouse (1907), but the use of steel reinforcing was quickly adopted as knowledge was gained about the benefits of reinforcing for concrete structures. We know that reinforcing was in use before 1924 for this type of building because the Point Abino Lighthouse was built by the Department of Marine and Fisheries on Lake Erie in 1917: a reinforced concrete tower much more highly detailed and more than twice as tall as Cobourg. Rust stains in various locations on the interior of the Cobourg tower and the 14' span thin concrete floor for the second level of the tower are good indications that it is reinforced but we do not have definitive information or physical evidence.

¹ FHBRO Report 93-049

Building condition

Interior

The concrete of the tower is generally in excellent condition, which is a major reason that we cannot tell if it is reinforced. The few visible rust stains could be from steel tie wires used in forming for the concrete, the wires are evident in a number of locations. Poor concrete cover over reinforcing or cracks that permit water ingress usually result in embedded steel rusting and spalling the concrete; this is not a problem at Cobourg.



Minor rust stains above the 2nd level floor

The concrete walls on the lowest level of the tower are more or less bare of paint. The concrete is sound with little to no cracking, spalling, or efflorescence. There are a number of small steel and wood embedments and numerous abandoned fastenings or holes from fastenings for equipment that has since been removed. Some of the holes have been filled. None of the holes or the embedments are of any concern for the structure. There is a steel ship's ladder bolted in place for access to the second level, it appears original. It is painted and is in excellent condition.



There is a small (8" +/- square) formed hole in the second floor of unknown purpose. A crack in the concrete second floor extends diagonally from opposite corners of the hole; the crack is likely from shrinkage and has been in existence for a long time. Multiple coats of paint have penetrated the crack. The paint on the first floor ceiling is in fair condition.



Formed hole in ceiling and ceiling crack

The second floor level is likewise in excellent condition. The concrete floor has been painted more than once, the concrete is excellent and the paint is in fair condition. The concrete walls are in excellent condition and the wall paint is fair. There is another steel ship's ladder leading to the third level. The ladder is good but the paint condition is fair to poor.



2nd level looking up to the 3rd level

The third floor is the highest level of the interior and consists of wood planks sitting on steel rods embedded in the concrete walls. The wood and the steel is in good condition. There is a steel hatch in the north wall of the tower at this level. The steel of the hatch and frame are in good condition and the paint is fair. The walls and ceiling of the third level are all of concrete in excellent condition, although the paint is fair to poor. There has been some minor leakage through some cracks at the top of the tower; it is not affecting anything.



Underside of top of tower

The structure has been painted multiple times both inside and out, and the condition of the paint varies from good on the lowest-level ceiling and second-level walls to almost non-existent on the first-level walls. Paint on the concrete does not serve any protective purpose; on the exterior it increases the visibility of the lighthouse from the lake and on the interior it is a housekeeping item to brighten the space and make cleaning easier.

Exterior

In general, the exterior of the Cobourg East Pier Lighthouse is in excellent condition. The concrete is sound and the paint is adhering well. The steel access door and frame on the north side of the lowest level is good. Many of the original cast-in-place steel ladder rungs are still in place and are in good condition, although they are no longer in use. A new steel ladder runs up the north side, with a landing mounted on the shoulder of the tower at the flared section and with a steel shroud enclosing the lowest section to prevent unauthorized access. The authors did not have access to the ladder and as a result did not see the top of the platform where the light is mounted.



The lighthouse was built on an existing concrete breakwater, as was described in historic documents and is evident from examining the base of the tower. The fitting of the forms to the existing breakwater for a levelling base and the escape of small amounts of concrete from the forms show the order of construction. The concrete steps providing access to the entrance door and to the lower level of the west side of the breakwater also were clearly poured on top of the existing concrete, as was the small alcove of uncertain purpose at the southwest corner of the tower.



Evidence of levelling base overpour of concrete on existing breakwater

Remnants of the pole-mounted light that the lighthouse replaced are still in existence just south of the tower, with a hole for the base of the post, some anchor bolts, and some cut ends of embedded steel guy cables.



Probable location of previous pole light

The condition of the concrete breakwater is dealt with in another report but there are overlapping concerns. It appears that a first lift of concrete was poured on top of the existing breakwater to provide a level base for construction of the lighthouse. The condition of the concrete of the breakwater itself varies greatly, both in sections of what appear to be original construction and in the quality of various later repairs. As noted previously, the concrete of the lighthouse is in excellent condition throughout the structure. The only exception to this is the lowest section of concrete on the west side, immediately on top of the original breakwater. This concrete is in poor condition, having eroded up to 4" deep in an almost uniform stretch starting on the south face at the west side of the breakwater extending north to the concrete steps on the north side of the tower at the west side of the breakwater.



Southwest corner of the tower base

It appears as though the concrete mix for the first pour was inferior to the concrete for the rest of the tower. We can only speculate but it may have been a slow pour, being the first one of the project, resulting in the placing of concrete that had been mixed for too long, or the mix itself may have been improved after the first pour. This concrete is in the location that takes the worst effects of exposure, so it could simply be that harsher environmental conditions have broken it down faster than elsewhere, but the almost straight horizontal line between the deteriorated concrete and the sound concrete (indicated below) seems to indicate the limit of a pour. The deterioration has not involved the concrete steps exposed to the same conditions.



West wall at north corner

This band of deteriorated concrete represents the only area on the tower that is in need of significant repairs. The balance of the structure is in very good condition.

Conclusions

The 1924 Cobourg East Pier Lighthouse is a utilitarian concrete structure that has been rated by some as having an aesthetic score of less than zero. The FHBRO report 93-049 states that the Cobourg Lighthouse received “even less aesthetic attention” than the benchmarks used for comparison, the Prospect Point, BC Lighthouse and the Burlington Front Range Light, both of which were assigned a score of zero. This judgement is rather harsh; all of the towers have a certain grace to their rather sturdy profiles. At any rate, the design and construction of the Cobourg tower can be considered a resounding success with respect to its purpose and its durability. At nearly 100 years of age, it requires few repairs and only minimal maintenance. While the lighthouse might not display a high degree of craftsmanship or artistic merit, or demonstrate a high degree of technical achievement, it is a fairly unusual and early example of what was at the time a new material and new construction methods. Reinforced concrete was in its infancy. The lighthouse is nearly unaltered from its original configuration, and has proven unusually durable, providing us with an excellent representative example of this type of construction from nearly 100 years ago. It is in a prominent position, forming an important and integral part of the Cobourg Harbour landscape. Loss of the tower would mean a drastic change to the appearance of the harbour and the loss of an important reference point for the beginnings of this technology. If the concrete repairs to its base are carried out properly with compatible, durable materials, there is no reason that the tower cannot serve many more generations of Cobourg residents and visitors and continue to be a landmark for the community.