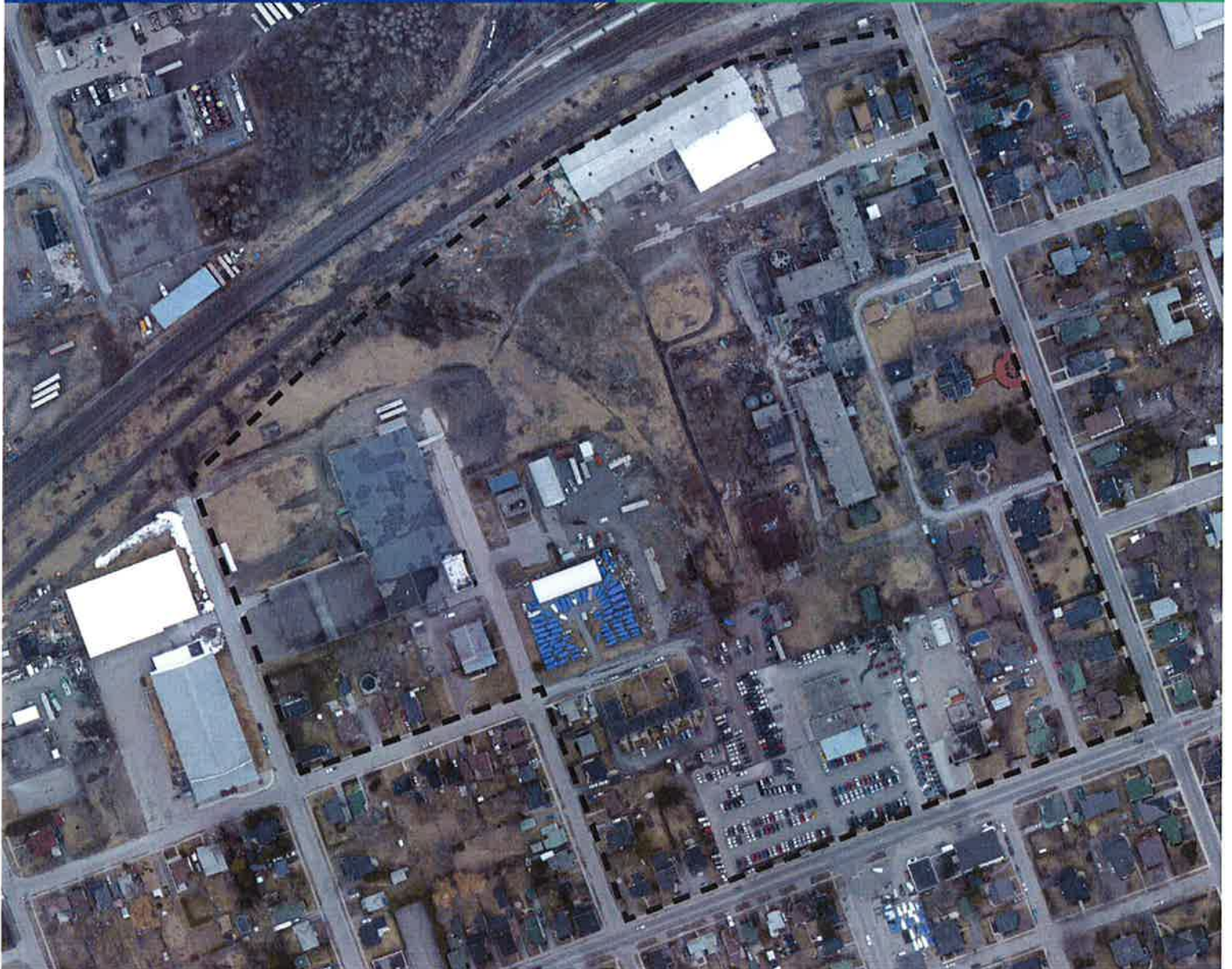


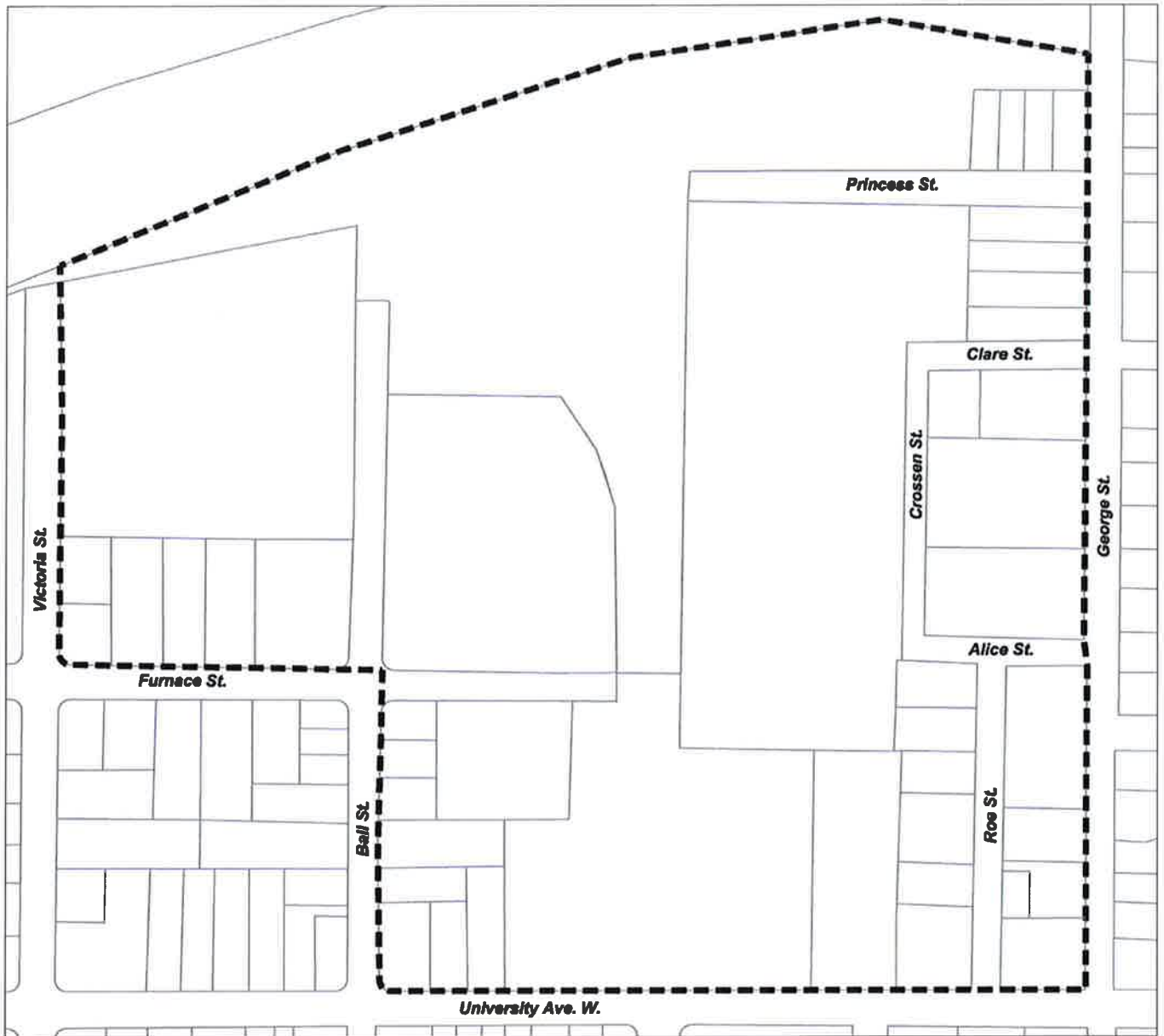
The Town of Cobourg Tannery Community Improvement Plan

Charrette Summary

December 17th, 2009

Brook McIlroy Planning + Urban Design





The Tannery District Community Improvement Plan Study Area



The Tannery District is characterized by a number of large undeveloped or underutilized parcels which should transition to a mixed-use neighbourhood.



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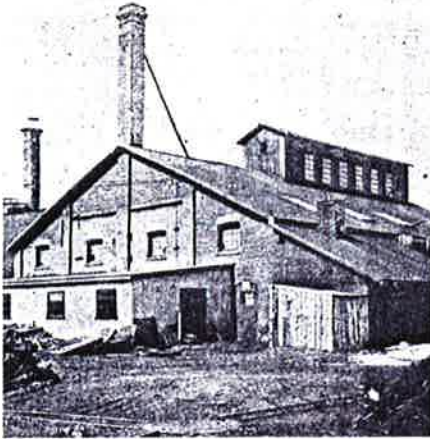
APPENDIX A: POST-IT NOTE EXERCISE RESULTS

APPENDIX B: VISUAL PREFERENCE SURVEY RESULTS



Large, warehouse style buildings characterize the industrial uses that currently occupy much of the Tannery District (left). Along University Avenue West, Thomas Motors has a large lot of surface parking directly adjacent to the street.

1.0 EXECUTIVE SUMMARY



Redevelopment of the Tannery District should respect the existing industrial history.

The Tannery District is one of the oldest industrial districts in the Town of Cobourg and is comprised of the former Tannery property (a large brownfield site), as well as the adjacent properties between George Street, University Avenue West, Ball Street, Furnace Street, Victoria Street and the railway line. Included in the Official Plan as part of the Olde Town Community Improvement Area, the Town of Cobourg has long recognized the importance of redeveloping the Tannery District.

As part of the Tannery District Community Improvement Plan, Macaulay Shiomi Howson Ltd. (MSH), in association with Brook McIlroy Planning + Urban Design | Pace Architects (BMI|Pace), held a design charrette with the community of Cobourg on November 19th, 2009. The objective of this charrette was to gather feedback from the community, including local residents, business owners and members of Sustainable Cobourg, to help guide the sustainable development of the Tannery District, including its connections to the surrounding area and its relationship to the Town of Cobourg as a whole.



Streets should be designed, according to their role, as complete streets, with parking, cycling lanes, and streetscape improvements (e.g. street trees, seating, landscaping, etc.).

1.0 EXECUTIVE SUMMARY

1.1 “PRIORITY DIRECTIONS”

The workshop exercises generated lively discussions amongst each of the groups and a number of interesting directions were presented to ensure the sustainable redevelopment of the Tannery District:

COMPACT AND CONNECTED STREETS

1. Streets should be extended in order to create a more compact, well-connected grid layout.
 - Spring Street should be extended to the north
 - Princess Street and Clare Street should be extended west as far as Victoria Street (or an extended Ball Street)
 - Alice Street should be extended west to connect with Furnace Street
2. Streets throughout the Tannery District should be designed according to their role (i.e. local, collector, arterial) and should include cycling lanes and transit services to encourage alternative modes of transportation.
3. Streetscape improvements should be introduced along University Avenue West to create a pedestrian-supportive streetscape. This could include street trees, bicycle paths, pedestrian furniture, additional traffic lanes, etc.
4. Spring Street, if extended north, could become a key entryway into the Tannery District and should be designed accordingly (e.g. street trees, bicycle trails, etc.).
5. If Spring Street were extended north, there is an opportunity for a public art display where it terminates at (an extended) Princess Street.
6. Car and bike-share programs are encouraged to minimize parking requirements and vehicle emissions.



University Avenue West should be developed as a pedestrian supportive streetscape with mixed use buildings.

A well connected, grid street pattern, combined with a system of on and off-street trails, should encourage alternative forms of transportation.

1.0 EXECUTIVE SUMMARY



ENERGY EFFICIENT SITES AND BUILDINGS

1. Buildings should be oriented to maximize solar exposure.
2. Where possible, buildings should produce their own energy (e.g. solar panels) and strive to create a “net-zero” neighbourhood.
3. Green roofs are encouraged wherever possible to reduce run-off, capture heat and extend useable open space.

A MIX OF LAND USES

1. Provide a variety of housing types to accommodate residents of all ages and incomes.
2. Innovative opportunities to provide affordable housing should be explored (e.g. Habitat for Humanity, government programs, etc.)
3. Large existing industrial sites could be reconsidered for higher density residential redevelopment (i.e. townhouses, retirement facilities).
4. Mixed-use and live/work buildings should be developed along University Avenue West.

CONTEXT SENSITIVE DESIGN

1. Development in the Tannery District should be consistent in scale, massing and architectural detail with the surrounding context (i.e. George Street Heritage District, Olde Town).
2. Intensification is encouraged throughout the Tannery District but should be limited to 4-storeys or less.



A variety of housing types should be provided in the Tannery District to accommodate residents of all ages and incomes. This should include single and semi-detached dwellings, as well as townhouses. On University Avenue West, mixed use buildings (limited to 4-storeys) are recommended to encourage intensification.

1.0 EXECUTIVE SUMMARY

OPEN SPACE AND LANDSCAPING

1. A large central park should be developed to provide a space for residents to meet and socialize.
2. Residential buildings fronting onto the park provide “eyes on the street” and ensure safe usage throughout the day.
3. Opportunities to promote sustainability should be explored within the central park (i.e. underground geothermal heating, stormwater management pond, community gardens).
4. The central park could be designed in a Victorian style (seating, lighting, etc.), or could carefully reflect the Caddy Plan from 1850.
5. Trees and landscaping should be planted wherever possible within the Tannery District.
6. Trees and landscaping should be native species to reduce maintenance.
7. Community gardens are encouraged where possible (i.e. in the central park, along University Avenue) to generate food for the community and reduce transportation requirements.

BUFFER FROM RAILWAY USES

1. A noise buffer should be provided between the railway line and adjacent residential properties. Recommendations include:
 - A landscaped berm that allows for active pedestrian use (i.e. bicycle and walking trails);
 - Residential development (e.g. one continuous building, or a row of single-loaded dwellings); and/or,
 - Railway parking.



A buffer should be provided between the railway line and the adjacent residential neighbourhood. Suggestions included a naturally landscaped berm, with pedestrian connections, as well as railway parking and/or a row of dwellings.



A large centrally located park is recommended to create a focal point for the Tannery District. The park should provide facilities for residents to meet and socialize, should be surrounded by residential buildings to enhance safety, and should explore opportunities to promote sustainability (e.g. geothermal energy, stormwater management ponds, etc.).



2.0 INTRODUCTION



The workshop was attended by approximately twenty-five people, including community members, local business owners, Town Staff and members of Sustainable Cobourg.

2.1 WORKSHOP OUTLINE

On Thursday, November 19th, Brook McIlroy Planning + Urban Design/Pace Architects (BMI/Pace) hosted the Town of Cobourg Tannery Community Improvement Plan Charrette. The objectives of this workshop were to:

- Encourage a creative participatory process;
- Build consensus amongst diverse interests; and,
- Define an overall vision for the Tannery District.

The charrette began with an introduction by Glenn McGlashon (Director of Planning and Development, Town of Cobourg) who outlined the Community Improvement Plan process and thanked the Citizens for a Sustainable Cobourg for initiating the charrette. A PowerPoint presentation from Liz Howson (Macaulay Shiomi Howson) and Anne McIlroy (BMI/Pace) outlined the study area and objectives of the workshop, provided the relevant planning framework, and introduced the workshop exercises

Participants completed a short Post-it Note exercise and Visual Preference Survey individually and then formed four groups to engage in group discussions. Each group was asked to select a member of their table to take notes and present the highlights of their discussions. A special thanks to Bruce MacNeill, Rich Tyssen, Judy Smith-Torrie and Miriam Mutton for acting as the presenters for their respective groups.

2.2 WHO CAME TO THE WORKSHOP?

Approximately twenty-five people attended the workshop. These participants included a mix of residents, including property and business owners, as well as staff from the Town of Cobourg. Staff from BMI/Pace, Macaulay Shiomi Howson and the Town of Cobourg were present to help facilitate the charrette, and to help answer questions.

2.3 WHAT WAS PRESENTED?

To introduce the study area and the work to date, and to outline the workshop session, the PowerPoint presentation addressed the following:

- Workshop Goals;
- Study Area - History, existing context, transportation context;
- Policy Overview - Regional Framework, City Framework;
- Urban Design Tools for Workshop;
- Sustainable Design Directions;
- Consider University Avenue as a Mixed-use Main Street;
- Other Local Streets; and,
- Open Space Considerations.

3.0 POST-IT NOTE PRIORITIES SUMMARY

3.1 POST-IT NOTE EXERCISE

Prior to the PowerPoint presentation, participants were given a Post-it-Note and asked to write down their top three issues and/or concerns relating the Tannery District. The responses were summarized and presented back to the group after the PowerPoint presentation.

The issues/concerns were generally consistent throughout the group. The following summarizes the top three recurring responses:

Priority # 1: Promote Sustainable Development/Initiatives in the Tannery District

- Create a mix of uses, including a variety of residential dwelling types, that appeal to all incomes and ages
- Use alternative energy sources, and aim to create a “net-zero” community that produces as much energy as it uses
- Create a compact, walkable and bikeable neighbourhood that reduce automobile dependency
- Use sustainable elements in the design of buildings and landscaping

Priority # 2: Integrate with the Town of Cobourg and Respect and Preserve Existing Heritage

- Ensure new development is consistent with the Town of Cobourg context
- Respect the existing heritage, including the George Street Heritage District and Old Towne

Priority # 3: Provide Amenities that can be used by Residents in the Town of Cobourg

- Provide year-round open space opportunities
- Create an urban plaza or parkette that can serve Cobourg residents
- Provide a community centre in the Tannery District

Note: Please refer to Appendix A for a complete summary of the Post-it-Note Exercise.



Green roofs, solar panels and building design and orientation should be carefully considered to promote a sustainable neighbourhood.

4.0 WORKSHOP EXERCISES

To gather feedback on a range of issues related to the Tannery District, and to encourage group communication and feedback, participants were asked to complete three exercises, including:

- Visual Preference Survey;
- Group Exercise # 1 - Issues and Opportunities; and,
- Group Exercise # 2 - Area Visioning and Development Options.

The Visual Preference Survey was brief, and completed individually before breaking off into groups. For the group exercises, participants were divided into four groups and asked to report back to the entire group after each session. The remainder of the report describes each of these exercises and summarizes the findings.

4.1 VISUAL PREFERENCE SURVEY

In this exercise, participants were asked to rank a set of precedent images from 0 to 5 (5 being the most preferred and 0 being not preferred at all). These precedent images were organized into six categories, including: Sustainable Design, Streetscapes, Buildings - Residential, Buildings - Mixed-use, Open Space and Parking.

VISUAL PREFERENCE SURVEY FINDINGS

To determine an average score, the rank given to each precedent image was added together and divided by the number of participants (twenty) who completed the survey. The findings of this survey provide a general idea of the type of development participants wished to see in the area.

Creating a pedestrian-supportive streetscape, including wide sidewalks, landscaped streets, cycling improvements, safe-crossings and seating opportunities, was the most preferable form of development. Mid-rise and single family development were ranked as the least preferable form of development.

Note: The average rank for each precedent image can be found in Appendix B.



A selection of the highest ranked images from the Visual Preference Survey.

4.0 WORKSHOP EXERCISES

4.2 GROUP EXERCISE # 1 - ISSUES AND OPPORTUNITIES

Each group was asked to refer to the Post-it Note exercise and create a list of five key guiding principles and opportunities for the development of the Tannery District. Next, using a large base map provided, groups were asked to illustrate:

- Land Uses - What are the desirable land uses, and where should they go? How can development balance the existing industrial uses?
- New Streets - Describe your long-term vision for University Avenue West. Where should new streets be located to maximize access through the community? What should new streets look like?
- Open Space - What kind of open space is desirable (i.e. parks, civic spaces, gardens)? Where should they be located?
- Cycling - Where should cycling connections be located?

4.3 GROUP EXERCISE # 2 - AREA VISIONING AND DEVELOPMENT OPTIONS

Each group was asked to refer to the base map, and using the 3D views provided, develop plans, sections and sketches for:

- University Avenue West -How many lanes of traffic? What should the boulevards look like (i.e. trees, wide sidewalks, public art, seating, banners)
- The Tannery lands and undeveloped lands directly to the east.
- Other sites - boat storage facility, arenas, University Avenue car lot, etc.

The results of Group Exercise # 1 and Group Exercise # 2, organized by group, are presented on the following pages.



The Town of Cobourg Tannery Community Improvement Plan Charrette was attended by about twenty-five people, including community members and Town Staff.

4.0 WORKSHOP EXERCISES

4.4 GROUP 1 - FINDINGS

Group 1 - Concept Plan



- 1. Central Park
- 2. Street Extensions
- 3. Single-family Residential
- 4. Stacked Townhouses
- 5. Habitat for Humanity Homes

- 6. Mixed-use Buildings
- 7. Train Parking/Car-share
- 8. Landscaped Berm
- 9. Buffer Building (single loaded, mixed-

- income)
- 10. Retirement Homes
- 11. Adaptive Re-use (commercial/cultural space)

4.0 WORKSHOP EXERCISES

EXERCISE # 1

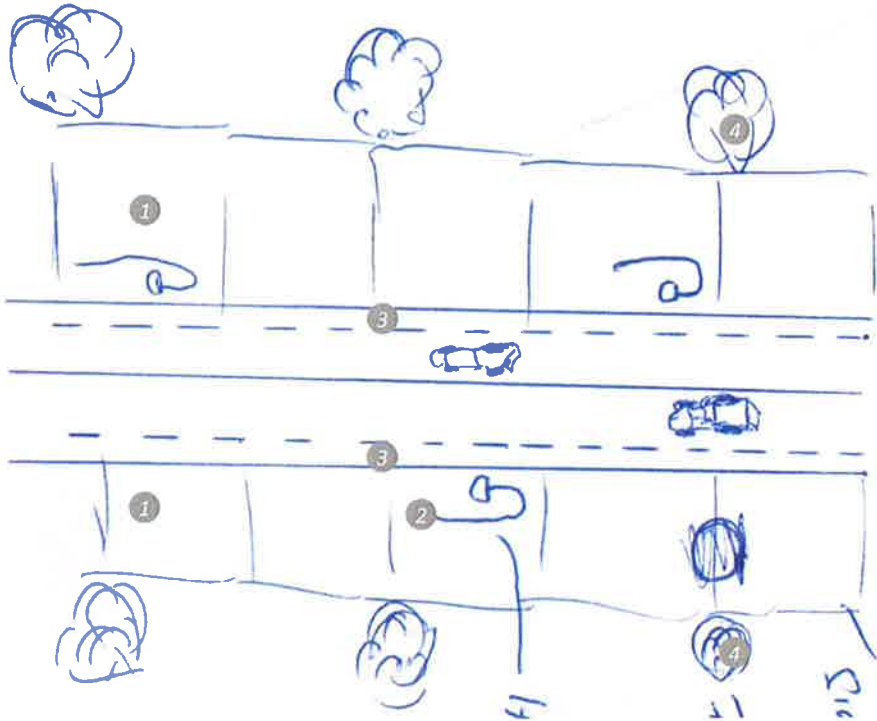
The six guiding principles for the redevelopment of the Tannery District include:

1. Redevelopment should be contextual and sensitive. New development should be an extension of the surrounding land use and built form
2. Sustainability should be achieved through integrated land use
3. The Town of Cobourg must take responsibility for the installation of infrastructure (i.e. roads, sewer, water)
4. The existing warehouse building on Ball Street (north of Furnace Street) should be re-used
5. Redevelopment must be realistic about the target residential population for the area (i.e. single family, seniors housing and mixed income housing)
6. A realistic strategy is required with regards to environmental remediation and land ownership

Streets and Transportation

The principle pedestrian flow through the Tannery District is from east to west, so new street connections at Furnace Street, Clare Street and Princess Street (as well as additional connections between) should be provided to create a grid pattern and enhance these connections.

Plan view showing University Avenue West.



1. Wider Sidewalks
2. Heritage Lighting

3. Bike lanes
4. Indigenous Tree Species



Group 1 at work and presenting their findings.

4.0 WORKSHOP EXERCISES

GROUP 1 - FINDINGS Continued



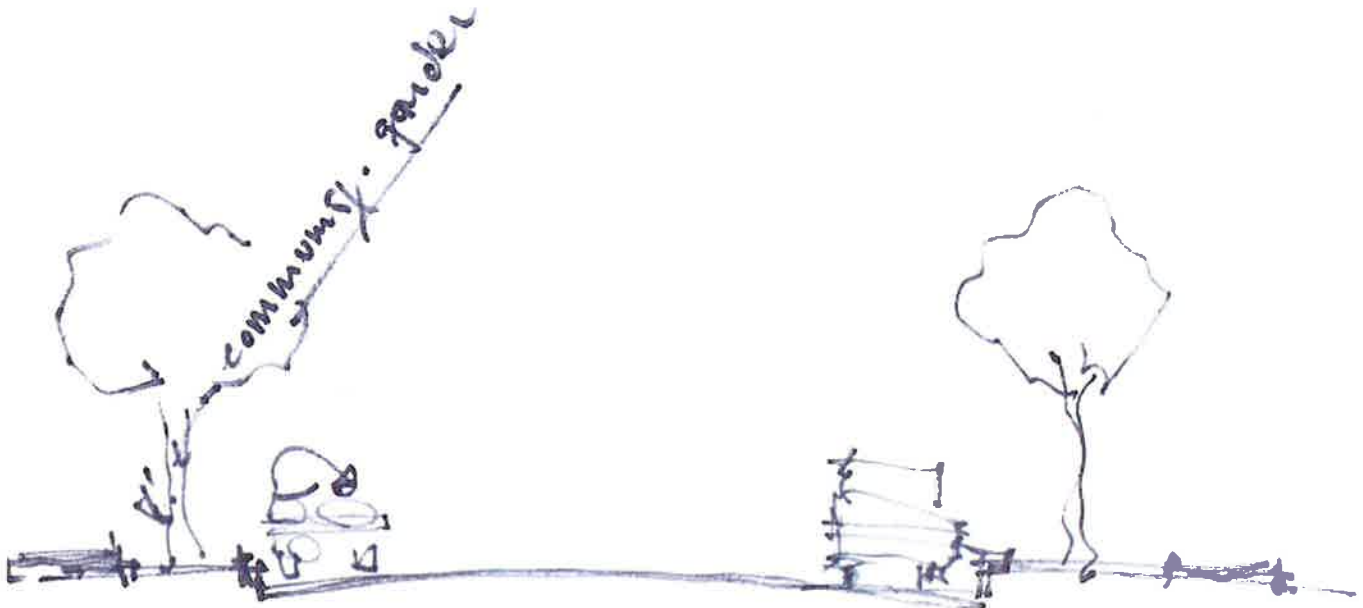
3-storey townhouses, fronting directly onto the street, are recommended to create a pedestrian-supportive environment.

To provide a key north-south connection, Spring Street should be extended to the north to meet (an extended) Princess Street. As the central street in the Tannery District, Spring Street should be tree-lined, with a terminus feature at Princess Street.

University Avenue West should be widened, with two travel lanes in each direction, and lined with mixed use buildings.

Land Uses and Built Form

Along Spring Street, 3-storey stacked townhouses should front directly onto the street to create a pedestrian-supportive environment. The remainder of the residential areas (between Ball Street and George Street) should be 1.5-storey, single family dwellings. To ensure housing for all incomes, affordable housing initiatives should be explored (i.e. 10% of dwellings could be built by Habitat for Humanity).



Street section showing Spring Street if extended to the north.

4.0 WORKSHOP EXERCISES

Between Victoria Street and Ball Street (north of Furnace Street), there is potential to redevelop the whole block into 3 to 4-storey retirement homes. The large, orange warehouse that currently exists on this site should be re-used.

To provide a buffer from the adverse effects of the railway line, a berm should be provided, as well as a row of mixed-income, single-loaded dwellings.

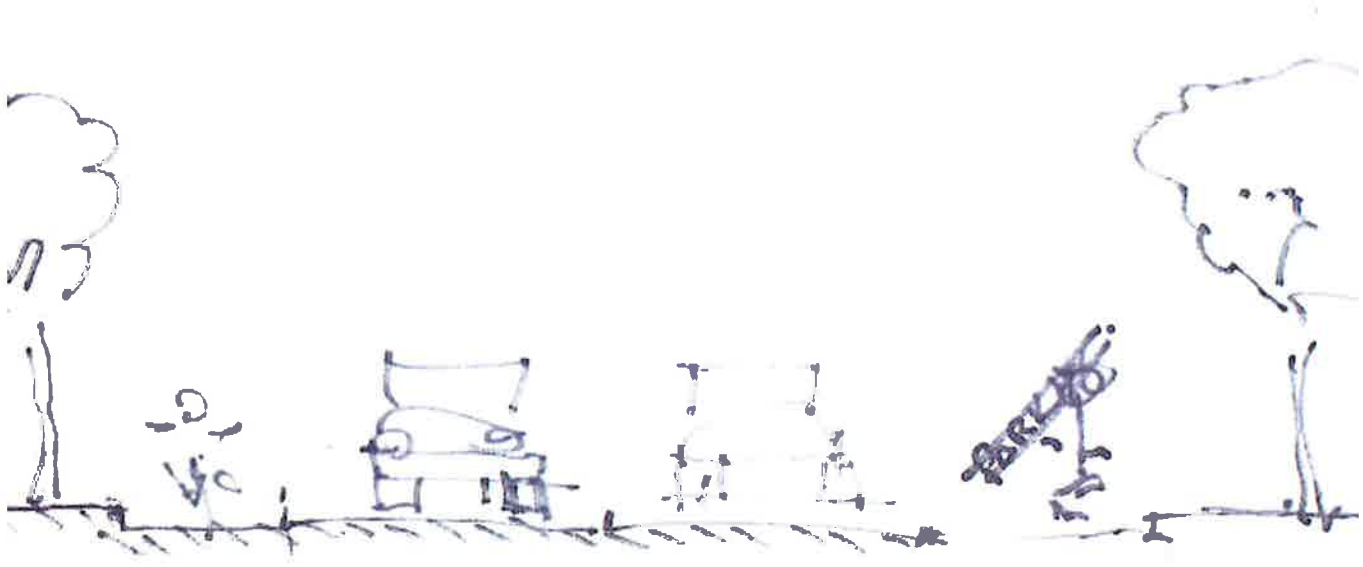
EXERCISE # 2

The vision expressed in Exercise 1 should be adjusted slightly to accommodate a central park, similar to the one proposed by Group 4. In addition, a parking area for train users should be added to complement the berm adjacent to the railway line.

Along University Avenue, a community garden should be added within the boulevard to promote sustainability and to further encourage a pedestrian-supportive streetscape.



A neighbourhood park provides a destination where residents can meet and socialize. Buildings looking onto the park and views from the street enhance safety throughout the day.



Street section showing University Avenue West.

4.0 WORKSHOP EXERCISES

4.5 GROUP 2 - FINDINGS

Group 2 - Concept Plan



- 1. Central Victorian Square
- 2. Street Extensions
- 3. Live/work Area (relocated boat storage)

- 4. Live/work Area (move Thomas Motors off-site)
- 5. Landscaped Berm

- 6. Condo/Co-op Building
- 7. Community Gardens
- 8. Bike Paths

4.0 WORKSHOP EXERCISES

EXERCISE # 1

Streets and Transportation

In order to create a connected street pattern throughout the Tannery District, Spring Street and Ball Street should be extended to the north, while Princess Street, Clare Street and Alice Street should be extended west. Extending Princess Street would alleviate a large amount of the traffic that currently exists on George Street.

Where possible, streets in the Tannery District should be designed for multiple modes of travel, according to their role (i.e. local, arterial), with bicycle lanes, street trees and wide sidewalks.

Land Uses and Built Form

At the centre of the Tannery District, where the tannery building was located, a Victorian style square should be created. This square could be based on the Caddy Plan from 1850. If connected to George Street using a circular driveway, this square could provide a main entry into the Tannery District.

As the busiest street in the Tannery District, University Avenue should be redeveloped as a live/work area. The remainder of the Tannery District should provide mixed housing in order to accommodate all ages and incomes.

It is important to retain the light industrial and commercial uses in the area, however, measures should be taken to appropriately buffer these areas from adjacent residential. For example, a berm should be provided along the railway line. This berm should be planted with willows and/or evergreen trees to create a “living wall” and reduce noise from the railway and should be designed as an active pedestrian area, including bike paths, community gardens, etc.

Existing uses that should be moved from the area, or relocated, include the boat storage facility (which could be relocated to the industrial area at Furnace Street and Ball Street) and Thomas Motors.

EXERCISE # 2

The streetscape features (i.e. lamps and benches) in the Victorian style park should extend along George Street to enhance the connection between Downtown Cobourg and the Tannery District. Similarly, a plaque should be added in the park to symbolize where the railway used to pass.

A shaded conservatory area is recommended as a place for community members to meet and socialize.

In buildings, a number of sustainable practices should be incorporated throughout the Tannery District, including green roofs, optimal solar orientation, geothermal heating, insulated structural panels, efficient air exchange, water conservation, low-flush toilets and smaller homes. Dwellings should be “smart-wired” to provide information about, and allow adjustments to, all these features. Bike and car-share programs are also recommended.

Innovative initiatives for affordable housing should be explored wherever possible (e.g. a current program loans \$20,000 toward a mortgage, which is forgivable providing the resident remains in the house for twenty years).



Group 2 at work and presenting their findings.

4.0 WORKSHOP EXERCISES

4.6 GROUP 3 - FINDINGS

Group 3 - Concept Plan



- 1. Central Square/Park
- 2. Street Extensions
- 3. Redevelopment Areas

- 4. Single-loaded, Low-rise Apartments
- 5. Pedestrian/Bicycle Pathway Extending to Ontario Street

- 6. Corner Store
- 7. Rooftop Solar Panels

4.0 WORKSHOP EXERCISES

EXERCISE # 1

Streets and Transportation

Existing streets should be extended in order to create a grid pattern through the Tannery District. Spring Street and Bond Street should be extended north to (an extended) Clare Street, while Alice Street, Clare Street and Princess Street should be extended west. To enhance connections with the railway station, a multi-use trail should run along the railway line from Ontario Street.

University Avenue should be redeveloped as a more attractive and pedestrian-supportive streetscape, including wide, tree-lined sidewalks, bike lanes and two lanes for vehicular traffic.

Land Uses and Built Form

As the focal point of the Tannery District, a central park or square should be located on the extension of Bond Street, between Clare Street and Alice Street. This park should be surrounded by residential buildings that look onto the park. Around these residential areas, there should be an abundance of trees, landscaping and public amenities (e.g. public market, corner stores, etc.).

The railway line is a critical connection to the Town of Cobourg. A buffer should be provided (i.e. single loaded, low-rise apartment buildings) to minimize noise from the railway.

It is essential that these residential buildings, and all other buildings within the Tannery District, be designed to be energy efficient and to use and generate alternative energy sources. Ideally, the Tannery District will evolve into a “net-zero” neighbourhood that produces as much energy as it uses.

Along University Avenue, in addition to the abovementioned streetscape improvements, mixed-use development is encouraged with retail at-grade, and residential above.

EXERCISE # 2

New development should promote sustainability wherever possible. The central park envisioned in Exercise 1 could provide underground geothermal heating. Providing they are built in from the start of development, water systems can be designed to collect and re-use grey water (i.e. Dockside Green in Victoria, BC). Throughout the Tannery District, parking should be minimized and car-share programs encouraged.

The railway station creates a unique opportunity for development that could attract families who work as far away as Toronto, but are looking to live in a quieter area. The buffer building between these dwellings and the railway line should be one continuous building and outfitted with solar panels on the roof.

The existing buildings along University Avenue could be redeveloped into live/work spaces, with display spaces for local artists. This, combined with the improvements outlined in Exercise 1 should ensure University Avenue does not become a barrier between the Tannery District and Downtown.

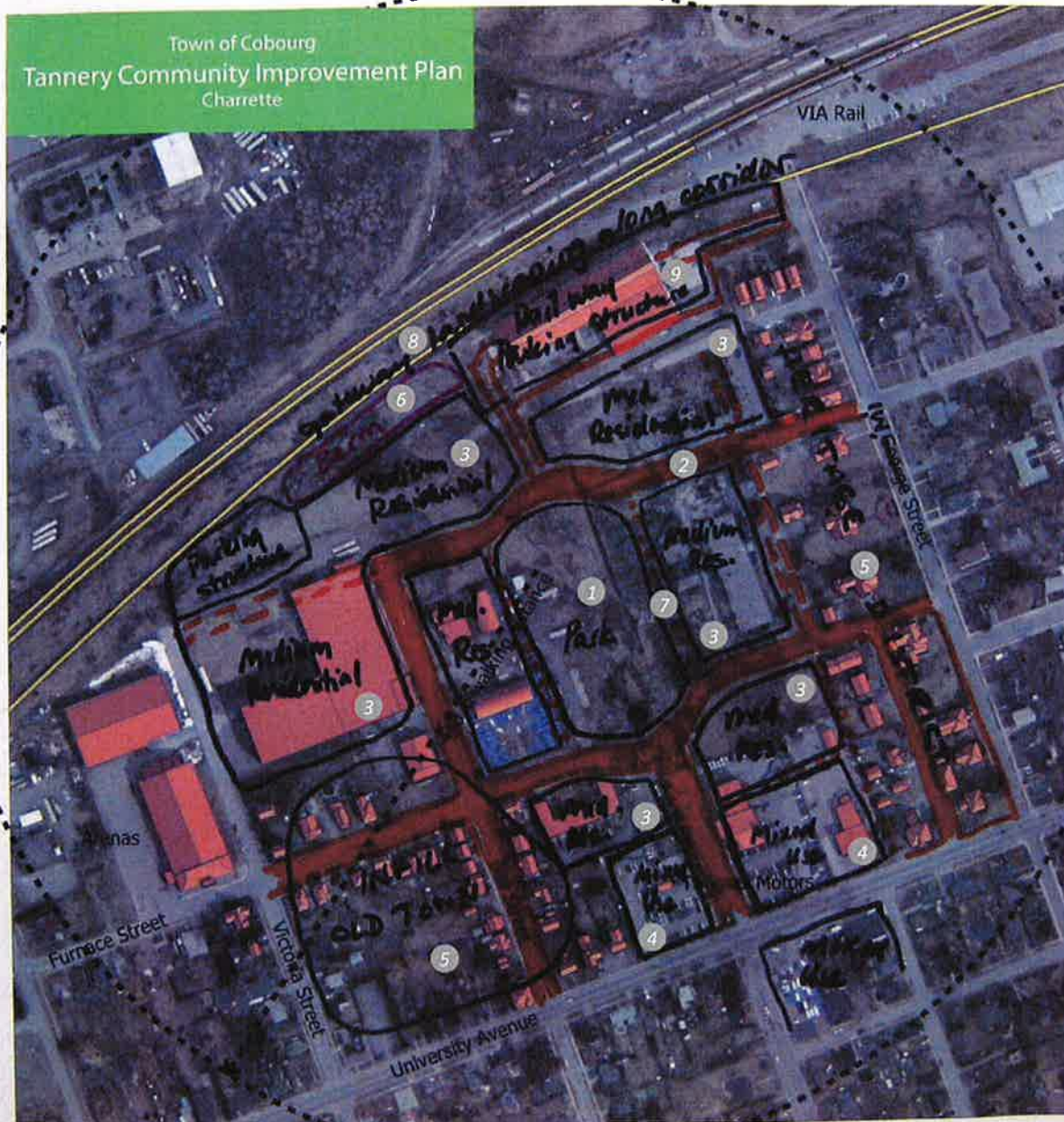


Group 3 at work and presenting their findings.

4.0 WORKSHOP EXERCISES

4.7 GROUP 4 - FINDINGS

Group 4 - Concept Plan



- 1. Central Park
- 2. Street Extensions
- 3. Medium Density Residential Areas

- 4. Mixed-use Areas
- 5. Heritage District (George Street and Olde Town)

- 6. Landscaped Berm
- 7. Pedestrian Trails
- 8. Gateway Landscaping
- 9. Railway Parking Structure

4.0 WORKSHOP EXERCISES

EXERCISE # 1

The five guiding principles for the redevelopment of the Tannery District include:

1. Intensification is encouraged, but should not exceed 4-storeys
2. The neighbourhood should be anchored by a central park
3. The rail corridor should integrate railway parking and a noise buffer
4. Building and streetscape design should be at a pedestrian scale
5. Sustainable design is encouraged with opportunities for community participation (e.g. farms, garden plots, etc.)

Streets and Transportation

Currently, the streets in the Tannery District are disconnected and it is difficult to navigate through the area. To enhance connections, Spring Street, Princess Street, Clare Street and Alice Street should be extended to create a modified grid that responds to a large, central park. Between Alice Street and Clare Street, north-south pedestrian connections are provided along the park edge. Bike lanes should be provided throughout the area and along University Avenue.

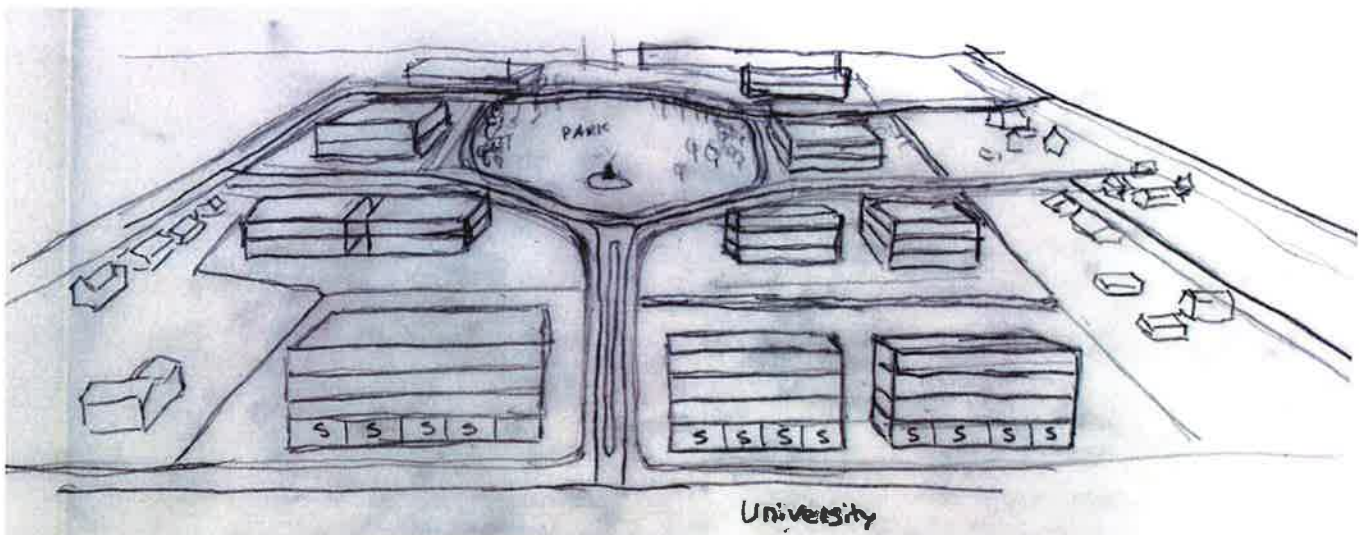
Land Uses and Built Form

As the focal point of the Tannery District, the central park should explore opportunities (possibly underground) to generate geothermal energy for the town. Additionally, a temporary stormwater management pond should be located in the park.

The central park should provide a neighbourhood gathering place with spaces for people to connect (e.g. children's "tot-lot"). To enhance safety, and provide casual surveillance opportunities, the park should be surrounded by medium density (4-storey) residential



Group 4 at work and presenting their findings.



A 3-D sketch looking north on (an extended) Spring Street demonstrating the relationship between streets and buildings within the Tannery District.

4.0 WORKSHOP EXERCISES

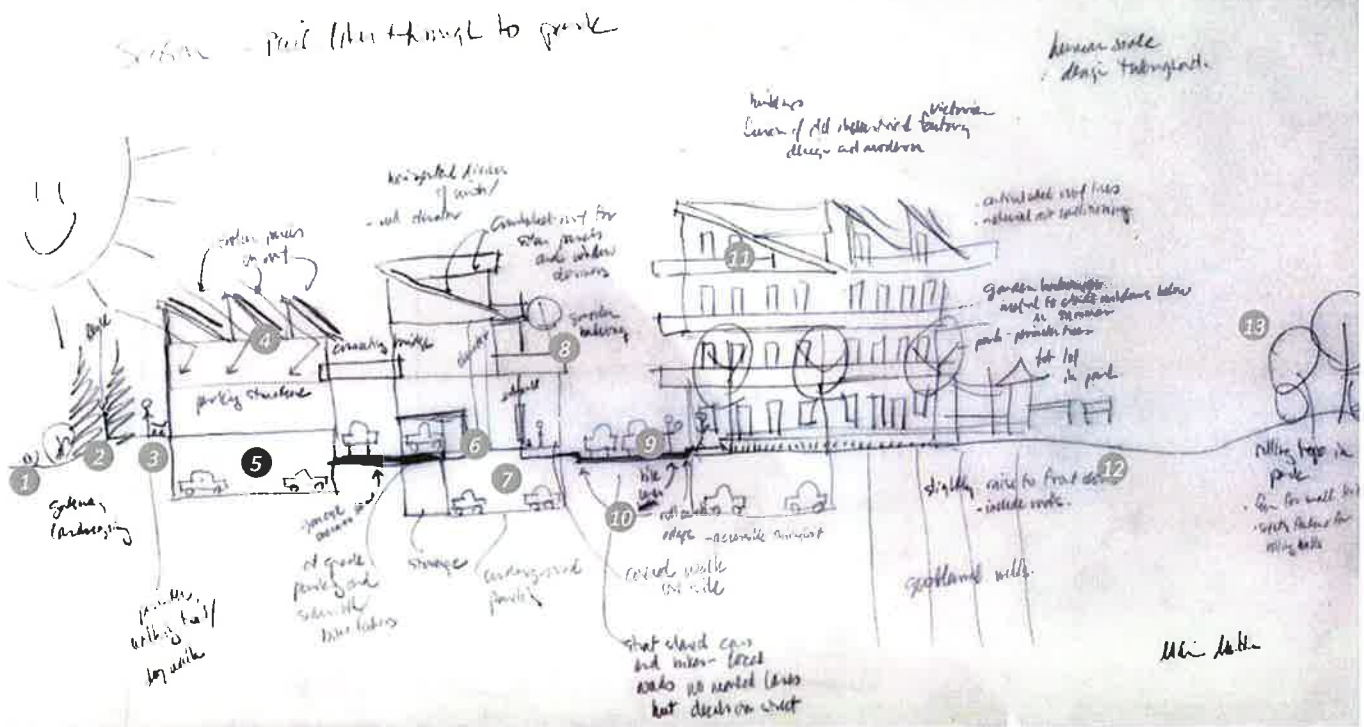
4.7 GROUP 4 - FINDINGS Continued

buildings that extend this open space with gardens and patios. Within the existing heritage areas (i.e. west side of George Street, and northeast corner of Victoria Street and Ball Street), intensification is encouraged through the infilling of single family dwellings (with granny flats and coach houses, as appropriate).

Along University Avenue, mixed-use buildings are encouraged to increase density and create a pedestrian-supportive streetscape. These buildings, as well as the abovementioned residential buildings, should be designed to maximize solar exposure, and be as energy efficient as possible.

As the railway line is an important entrance to the Tannery District, it should be designed accordingly. A parking structure should be located on the east side of Spring Street (extension), adjacent to the railway station, to provide railway parking and buffer noise on the adjacent residential uses. On the west side of Spring Street, adjacent to the railway, a landscaped berm should be provided as a noise buffer. This landscaping should be natural, indigenous plantings to ensure low maintenance.

A street section view from the railway line to the central community park.



- | | | |
|------------------------|------------------------|--------------------------------|
| 1. Rail Corridor | 5. Parking Structure | 10. Bike Lanes |
| 2. Gateway Landscaping | 6. At-grade Parking | 11. Articulated Rooflines |
| 3. Walking Trail | 7. Underground Parking | 12. Community Park |
| 4. Solar Panels | 8. Rooftop Garden | 13. Rolling Topography in Park |
| | 9. Shared Streets | |

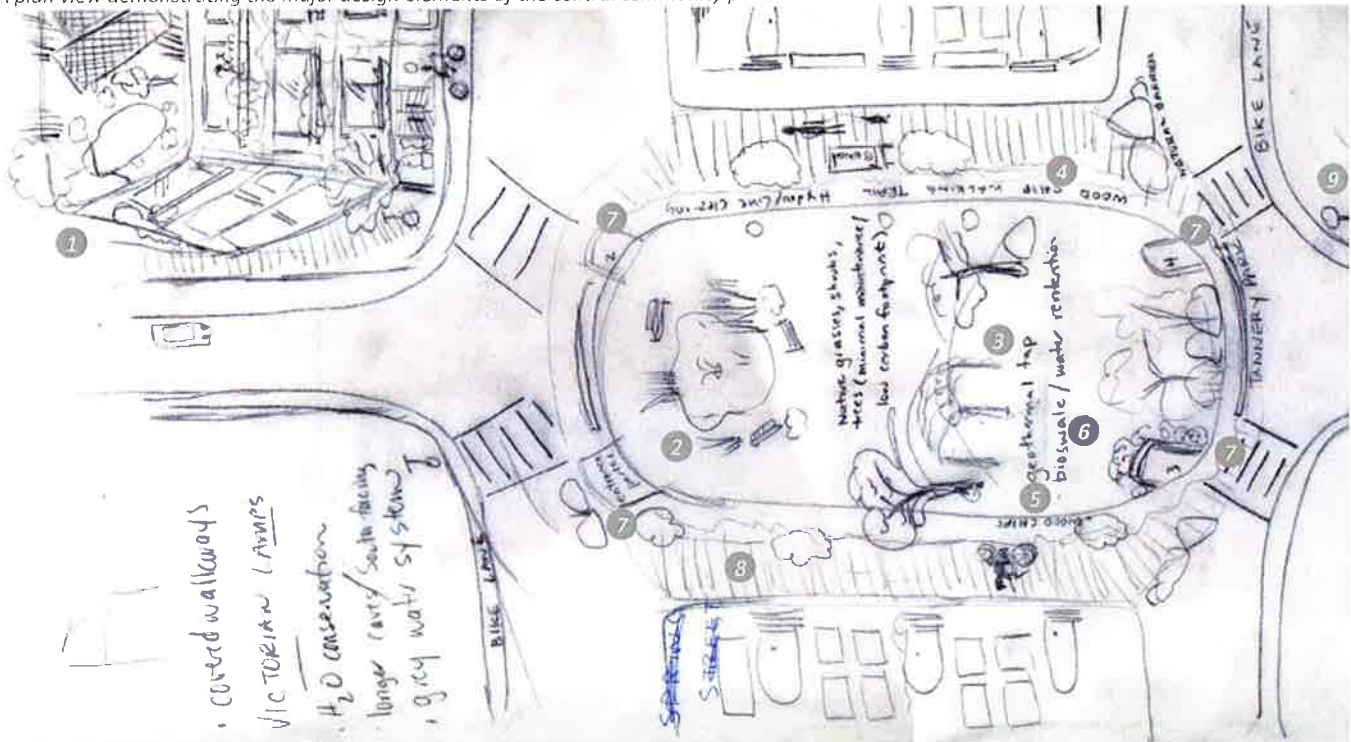
4.0 WORKSHOP EXERCISES

EXERCISE # 2

The central park should have a Victorian theme (e.g. lamps, seating, etc.). Trails should be covered with wood chips, and there should be small pond in the north end. Community gardens are encouraged to promote sustainability, and all trees and landscaping should be native species. The residential buildings that front onto the park should have green roofs, Victorian articulated (i.e. sawtooth) rooflines, balconies that provide shade below, covered pedestrian trails and aesthetically pleasing solar panels. The façades could be lined with vines to create a “living wall.” The parking structure adjacent to the railline should be outfitted with solar panels on the roof.

Streets within the Tannery District should be accessible for everyone (e.g. rolled curbs), and should create a compact, connected neighbourhood. Bicycles should have the right-of-way and on-street parking (including bicycle parking) should be provided. A multi-use trail should be provided along the railway berm to further enhance connections through the Tannery District.

A plan view demonstrating the major design elements of the central community park.



1. Mixed-use Building (see previous page for features)
2. Small Pond
3. Native Landscaping







4. Wood-chip Walking Trail
5. Geothermal Tap
6. Bioswale

7. Park Entrance
8. Pedestrian Trails
9. Bus Stop

5.0 CONCEPT PLAN



The workshop exercises encouraged detailed group discussions and produced a number of interesting recommendations. Many of the recommendations outlined on the previous pages were agreed upon by all four groups. The Concept Plan on the opposite page represents these common recommendations.

	Study Area Boundary	<ul style="list-style-type: none"> The study area boundary extends from George Street in the east to Ball Street and Victoria Street in the west, and from University Avenue West to the railway line. It includes the Tannery site, a large brownfield area, and the adjacent properties.
	Mixed Residential Areas	<ul style="list-style-type: none"> Residential areas within the Tannery District should provide a variety of housing types and tenures in order to accommodate residents of all ages and incomes. Where residential infill is adjacent to existing heritage properties, it should be complementary in scale, massing and architectural detail.
	Adaptive Re-use Area	<ul style="list-style-type: none"> This area should accommodate medium to high density development. The existing buildings on-site should be considered for adaptive re-use. Live-work buildings and studio lofts are recommended land uses.
	Central Park/Plaza Area	<ul style="list-style-type: none"> An area should be reserved in the centre of the Tannery District to accommodate a space where residents can meet and socialize. This central space can be a central park or an urban plaza. Bicycle paths and walking trails should be included throughout. Landscaping and tree species should be native to minimize maintenance. Opportunities for sustainable initiatives should be explored including geothermal heating and community gardens.
	Mixed-use/Live-work Area	<ul style="list-style-type: none"> Along University Avenue West, development should take the form of 3 to 4-storey mixed-use buildings. Retail opportunities at-grade will help to create a pedestrian-supportive environment. Any redevelopment should ensure the protection of heritage buildings at University Avenue West and George Street.
	Railway Line Buffer Area	<ul style="list-style-type: none"> A buffer zone should be provided between Princess Street and the railway line to reduce noise impacts on nearby residential areas. Options include a landscaped berm, railway parking structure, and/or a 3 to 4-storey residential building (where feasible within the separation requirements from the C.P. and C.N. railway lines). This area should provide an active recreation space for residents and include bicycle and walking trails.
	Street Extensions	<ul style="list-style-type: none"> Street extensions are recommended at Princess Street, Clare Street, Alice Street and Spring Street. Spring Street could potentially become a significant north-south connection through the site and should be designed as such (e.g. wide sidewalks, street trees, etc.).
	Enhanced Streetscape Elements	<ul style="list-style-type: none"> Enhanced streetscape features (e.g. wide sidewalks, street trees, bicycle paths, etc.) are recommended along University Avenue West to create a more pedestrian-supportive environment.

APPENDIX A - Post-it Note Results

The following is a breakdown of the issues/concerns that were presented during the Post-it-Note Exercise:

SUSTAINABILITY

Mixed-use/mixed-housing

- Mix of uses – residential, commercial, clean employment
- Live/work area
- Affordable housing
- Sustainable, low-income housing
- Medium to high density affordable housing
- 2-3 storey residential with mix of affordable housing
- Appealing to a variety of ages and incomes
- Multi-use residential (mixed to include affordable)
- Retail
- Professional service market
- Light industry -with minimal noise

Compact Development

- Create a compact, walkable, and bikeable, transit-oriented, grid-patterned street layout
- Significantly reduce the role of the automobile and space provided for this use
- Bicycle, public transportation, pedestrian-friendly
- Pedestrian friendly design
- Accessible
- Connectivity
- Low-medium density housing
- High density residential
- Intensify land use

Alternative Energy

- “Net-zero” neighbourhood
- Be a “net-zero” neighbourhood (produce as much energy as consumed)
- Sustainable – eco-friendly, alternative energy sources
- Greenhouse gas minimizing
- High efficiency living

Green Buildings and Landscaping

- Good use green building
- Green-planting, roofs, landscaping (naturalized)
- Trees – native (e.g. sugar maple, as many as possible)
- Clean up brownfield sites

HERITAGE/INTEGRATION

- Looks like it belongs there
- Greater integration into fabric of Cobourg
- Tie-in to heritage character
- Respect George Street Heritage District
- Heritage architectural style
- Extension of “Old Towne” urban fabric
- Intensity of development = south side of University Avenue
- Linkages of north/south

COMMUNITY AMENITIES

- Greenery area – bike trails, linkages to community
- Green space
- Park
- Parkette (small green area)
- Hardscaped park
- Open space for year-round activities (e.g. farmer’s market, movies in the park, dog walking, cycling)
- Museum with outdoor displays (public art)
- Urban square (historically proposed)
- Shops
- Small business in restaurant to correlate to arena area
- Additional downtown commercial with improvements (e.g. liquor store, grocery store)
- Community centre
- Creative community space opportunities (i.e. adaptable industry)
- Centerpiece for Cobourg
- Unique – a local area interest for all demographics

APPENDIX B - Visual Preference Survey Results

Participants were asked to rank the precedent images below from 0 to 5 (5 being the most preferred and 0 being not preferred at all). The following numbers represent the average ranking for each image.

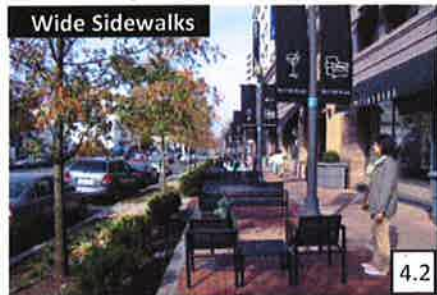
Buildings - Residential



Sustainable Design



Streetscapes



Buildings - Mixed-use



Open Space



Parking

