



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

# Memorandum

<b>To/Attention</b>	Planning Department, Prince Edward County	<b>Date</b>	October 28, 2010
<b>From</b>	Holly Foxcroft	<b>Project No</b>	27266
<b>cc</b>	File	<b>Steno</b>	hf
<b>Subject</b>	<b>Picton-Hallowell Community Workshop #2 Summary</b>		

The purpose of this Memo is to provide a summary of Picton-Hallowell Community Workshop #2 held on September 30, 2010. An overview of the meeting will be provided in addition to a summary of the feedback generated at the meeting.

On September 30, 2010, the Picton-Hallowell Community Workshop #2 was held at the Picton Community Centre. The event was well attended: 80 community members signed in at the beginning of the event with some community members entering and leaving throughout the workshop.

The workshop participants were welcomed to the workshop by Councillor Bev Campbell. During the first phase of the workshop a presentation was made by IBI Group consultants about the Picton-Hallowell Secondary Plan. The presentation introduced community members to the definition and use of secondary plans as well as the importance of a new secondary plan for Wellington. The bulk of the presentation pertained to the draft Growth Scenarios and Development Strategies document. IBI Group outlined the five development strategies – live, work, shop, play, and get around – as well as issues and opportunities – town square and harbour, town design and infill development, heritage preservation, creative rural economy, Waring Creek, and future development of the Heights area. (See the draft *Preferred Development Strategy* for a comprehensive description.)

During the second part of the workshop participants circulated amongst nine stations. The stations mirrored the aspects addressed in the presentation:

1. Community vision
2. Living
3. Working
4. Shopping
5. Playing
6. Getting around
7. Town square and harbour
8. Town design and infill development
9. Heritage preservation
10. Creative rural economy
11. Waring Creek
12. Future development of the heights

At these stations participants were asked a number of questions and asked to either “vote,” leave comments on sticky notes and/or write comments in the workbooks. The results of the stations are included herein.



**IBI Group**  
400–333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 1 – Vision**

### ***Station Summary***

There appeared to be general agreement with the proposed vision. Some community members re-emphasized components of the vision such as supporting aging in place and maintaining the small town feel. Other community members suggested that we define sustainability and that a balance is struck between preserving heritage and mitigating cost. In the workbooks some members raised the issue of implementing the vision and how this would occur.

### ***Workbook Summary***

Community members provided a number of general statements on the station board and in the workbook that spoke to specific issues such as increasing employment for youth, expanding cycling and walking paths, developing community gardens, and greater protection for Waring Creek.

### ***Station Question***

#### **1. Have we captured your vision for the future of Picton? Provide any additional ideas on a post-it note and stick it here [to the display board].**

- Excellent. (x5)
- Define “sustainable”. If sustainable is about doing anything to continue business as usual, it is not sustainable. (x 2)
- All good points as well as sticky notes. Takes time and Co-operation.
- Healthy People? Terrible connotation.
- Aim for high comment in 20 years time “best planned town in world”. Dream Big!
- Too lengthy – should insinuate that downtown needs rejuvenation.
- Too long and detailed. Should see more succinct to be more inclusive.
- No sprawl.
- Very comprehensive and excellent!
- You seem to be on the right track.
- Keep downtown clean and architectural low rise and clean up traffic. Heritage costly, be careful.
- Important to keep the small town, historical look that can accommodate people at varying economic levels and varying needs.
- Family friendly (x2) / visitor friendly.
- Make a portion of sandbanks accessible, with boardwalk for wheelchair access.
- Need affordable housing development for seniors.
- Green corridors for wildlife, biodiversity even in urban centres / more trees.
- Environmental assessment and protection of Waring Creek headwaters.
- Add bicycle lanes/paths throughout area and improve existing walking trails i.e. Macaulay Mountain
- Improve surface of Millennium Trail i.e. smaller aggregate so we can CYCLE!
- Need more full time employment for youth- not seasonal
- More than tourism is needed for economic growth – light industry
- Continued downtown emphasis on businesses / retailers with a small frontage (small town feel).
- We are a waterfront community and the waterfront is invisible.
- Have public spaces integrated into existing commercial vs. “Red Square Types”.
- It is an older population. We don’t need bike lanes and they cause more difficulty on the roads.
- What kind of support is in place for provision of food in my own backyard – i.e. chickens, goats, vegetables?

Planning Department, Prince Edward County – October 30, 2010

### Additional comments from the workbooks

- I am concerned that there is [not] enough affordable housing – it is becoming progressively more expensive to live here. (x2)
- Great job / Vision are great! / Good summary list.
- Enforcement for these guidelines.
- The vision reads like one that almost every community would like to have – motherhood and apple pie! Hard to achieve everything in the vision at once – thus need to prioritize more.
- We are getting there and it is exciting to see that we can refine our vision. We'll have such potential. Connections – it's all about them and making sure it creates a healthy environment and economy. I have not seen anything about water management in the plan so far. Delhi Park and Marsh Creek need to be cleaned up and protected.
- Picton-Hallowell should expand north of Millennium Trail which should become an alternate route into and around town.
- Bicycle paths! / Biking trails (paved not crushed gravel).
- Community gardens – urban agriculture – chickens!
- As we all get old we need some kind of transit.
- Walking paths linked to a Civic square and the Hallowell area.
- Make it beautiful.
- Keep heritage.
- Support for small businesses.
- Inner city gardens and garden plots for apartment and condo dwellers.
- How will Council and the administration actually work within this vision? What is the organizational process to make this an actuality?
- Would like a portion of Sandbanks to be accessible to wheelchairs with ramps.
- Would like to have marsh areas designated as environmentally protected areas and preserved for the future.
- Please define sustainability – what about the term reference. How is resource depletion (peak oil) and climate change part of this vision?
- My concern is also maintaining biodiversity for a healthy environment – how does our human [illegible] impact ecosystems and does our current thinking regarding land use and how we do things i.e. heat our homes build them – actually acknowledge our true place in the ecosystem.
- How are plans affected by peak oil, peak natural gas, and peak fresh water? With 2-3 % / year less oil availability on a global scale, any plan not talking resource depletion into account will mean failure.
- No more tourism expansion needed, further infrastructure can be achieved. More all year round employment.
- After County planner Malcolm Boyd left (about 20 years ago), there was a significant increase in the amount of residential development in rural areas of the County including ribbon development on major highways. Large scale cottage development on East Lake (recently approved), a proposal to develop a large new community near Little Bluff Conservation area (put on hold) and development extending beyond the existing Wellington boundary (recently approved) indicates that sprawl continues; “monster” houses have also invaded the County.

I lived in Grimsby (Niagara Region) for many years and watched as developers built on a “corner here and an edge there” to the point that it made little sense to try and farm in between... so, whole tracts of land were sold for housing and industrial/commercial use between Hwy 8 and the QEW. Very large areas of productive vineyards and orchards were permanently lost.

Planning Department, Prince Edward County – October 30, 2010

For many reasons, including infrastructure support, development should be focused and kept within accepted bounds; it should not be easy to extend across bounds.

By allowing rural sprawl, many municipal service costs (including road maintenance) increase and with further Provincial regulation of water supply and sewage disposal other costs will also rise for many rural home owners. Sprawling development is not sustainable. Recent increases in water service costs in the Consecon area are an indication of rising charges for some rural residents.

If County development really becomes more focused, town populations will increase more than rural populations and this will influence the future numbers game in Picton. Picton development has been limited also by sewage treatment capacity. The new plan will have to process direct input from Picton and the “Heights” and probably a significant input from rural sources especially if septic systems are more tightly regulated. Sewage treatment is an important influence on development in the County. If it's design capacity does not support growth in Picton-Hallowell then sprawl will continue.



**IBI Group**  
400–333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 2 – Living – Residential Density**

### ***Station Summary***

Community members provided clear direction that they would like to see the minimum density of new residential development in Picton increase from the current As-is Density of 5.5 dwelling units/ acre. The voting was spilt along the lines of where the new development should be Enhanced (10 du/ac) or Compact (15 du/ac), with near equal numbers supporting each option. We can interpret this to mean that the workshop participants would like to see an overall increase in density but that there is a range of densities provided as part of new residential developments. Greater support was expressed by community members that all new development should achieve the minimum (mandatory) higher density, and not merely be a target. Finally, there was overwhelming agreement amongst the workshop participants that they would support higher densities as a means of providing more affordable housing.

### ***Workbook Summary***

There was near unanimous support for future residential developments to have higher densities. Some participants noted the need to be sensitive to the design of the dwellings to ensure that they were compatible with the surrounding buildings and neighbourhood. They also expressed concern about the appropriate massing of buildings by dissuading against high rise/apartment buildings. Higher density development provides an opportunity for affordable housing, but not all higher density residential projects are affordable (i.e. Rosemary Lane). Higher density residential development is successful where there is parkland provided and a diversity of building types are used to living opportunities for people across the age spectrum. One participant noted that barriers needed to be removed to create more walkable, pleasantly dense, and grid-based neighbourhoods like we did in the past.

### ***Station Questions and Responses***

#### **1. Which approach do you prefer for future residential development in Picton?**

**As-Is Density:** 5  
**Enhanced Density:** 20  
**Compact Density:** 18

#### **2. Should your preferred approach be a minimum requirement or a target for future residential development? A minimum is a requirement (mandatory) that future residential developments must achieve. A target is a goal (voluntary) that future residential development should achieve. Please vote by initialling in the answer box below.**

**Minimum:** 21  
**Target:** 14

#### **3. Higher density housing is generally more affordable because it uses land more intensively (more units per land area). **Would you support higher residential densities as a means of providing more opportunities for affordable housing?****

**Yes:** 40  
**No:** 5



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

### **Additional comments from the workbooks:**

- I vote for higher density because it offers more flexibility for park and trail development.
- Yes for all affordable housing.
- Mixed use dwellings are the way to go with keeping young families/seniors/middle age productive and healthy.
- There is a large need for rental apartments.
- Compact density guidelines as long as green spaces are provided not parking spots.
- Higher density – more affordable – less encroachment on agricultural land.
- Higher densities consolidate services and reduce costs.
- Built enhances/compact but with mixed uses such as various kinds of commercial, social services, and recreational.
- More mixed residential buildings – providing more affordable housing for young families.
- More variety of choices of living for seniors e.g. apartments/assisted living units.
- Don't mix housing on the same street.
- However, enhanced should be tempered with plan to increase water absorption i.e. gravel drains. Do not allow water absorption to replenish ground water.
- Voted for as-is density as a target. Do not want to rule out high density for affordable housing but do not want to encourage high density in PEC.
- Remove barriers to encourage developers to create more walkable, pleasantly dense grid-based neighbourhoods like our ancestors built. Encourage them and show them the value in such communities.
- In stupid, standardized bylaws reduce setbacks, encourage porches, fewer cul-d-sacs, shared access to features such as water, parks, etc.
- All three varieties should be available to provide options for individuals at different stages of income, etc.
- I support higher density residential housing in Picton/Hallowell provided its design fits with the character of the town.
- Compact density, but no apartment buildings.
- There is a need for truly affordable housing. Soon people on fixed incomes will not be able to live in Picton. By this, I do not mean create more public housing but safe attractive housing (with utilities included) for all ages and for all types of families.
- How do you manage cars and parking?
- Mixed land use in downtown i.e. commercial, and residential and affordable and pedestrian friendly.
- What I like about compact density is the one street of as-is density and one street of more compact density which creates a more pleasing balance than enhanced density which reduces all frontages across the board.
- Especially seniors housing.
- Really affordable housing may be achieved with enhanced density.
- Great need for affordable housing. High density will not necessarily deliver that e.g. Rosemary Lane.
- Picton-Hallowell is a mixed density area and, to maintain existing neighbourhood structures, residential infill should reflect surrounding densities. Also, it may be influenced by available services or their limitations.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 3 – Working**

### ***Station Summary***

The results of this station are unfortunately not representative of the intent of the question as there was general misinterpretation about its meaning. The intent of the question was to ask community participants if they would like to see existing incompatible employment uses (trucking, warehousing, etc.) in residential neighbourhoods relocated, not to move incompatible uses into residential neighbourhoods.

### ***Workbook Summary***

Workshop participants noted that they did not want to see industrial uses mixed with residential uses and that there were many other more suitable locations in Picton for these types of uses that are not residential neighbourhoods. One participant noted that there should be future restrictions on locating light industrial in residential neighbourhoods. Some participants noted that they were unsure of the intent of the question. However, there were a number of responses in support of mixed-use development in residential areas and in the downtown core.

### ***Station Question***

1. Employment uses such as light industrial, warehousing, office, and commercial services, are typically grouped with other compatible uses, such as in the Picton Industrial Park. This is because these uses may create traffic, noise, access, and visual impacts. **Should existing employment uses that are currently located in residential areas eventually be relocated and grouped with other more compatible uses?**

**Yes:** 9

**No:** 30

### **Additional comments from the workbooks:**

- Residential mixed in with commercial use is okay. Downtowns were originally established this way. (x2)
- Depends on what employment. If as an example a doctor moved into a residential area near me there would be a possible problem with parking. I would then want his office relocated.
- Lots of industrial opportunities (i.e. Heights) away from residential – notwithstanding those who noted opposition to industrial at the Heights.
- Separating light industrial from residential is definitely desirable.
- Old beautiful could be preserved and made into offices if done respectfully.
- Infill, infill, infill.
- Question worded ambiguously. Office and commercial are fine in residential or downtown areas. Light industrial could be grouped together, not right downtown. Would not want lots of light industrial commercial around the harbour. Keep harbour open for people, residents, tourists, walking, playing.
- In residential areas commercial okay if no major increase in noise or traffic or off business hours/ or exhaust or other adverse impact to someone sitting on their porch in the evening.
- Existing employment should stay until the business moves or closes. Then that area can be changed to local uses of the area. Residential should stay residential except for office in home.
- No light industrial in residential neighbourhoods.
- Most are tucked back off the Main Street so that seems okay. Perhaps restricting new industrial would be more appropriate.
- We need jobs for seniors with no incomes as they have to work as they have no pensions.

Planning Department, Prince Edward County – October 30, 2010

- In a society where people are able to run their offices from home or their “studios” in their back shed I fully support the continuance of this. Should someone run a small industry from their residence – no. Council needs to set some parameters – without being too restrictive. If a truck driver needs to park his work truck in his driveway overnight this should not be an issue unless the Council wants to provide a “truck depot” parking area in a central location. If someone is running numerous saws and tools at a small residential lot – no. If it is on a 5 acre lot – maybe. Hard to define the parameters. We have industrial/commercial properties pay taxes as such – let’s utilize.
- Prior to amalgamation, Hallowell vied with Picton for development to increase the tax base. In particular, this led to commercial development along Hwy 33 towards Waring Corner. Zoning remains in place along this corridor to allow commercial development though now the tax base is county wide. To preserve agricultural land and to focus development in existing centers, unused commercial zoned land should revert to non-commercial use (especially agricultural); i.e. withdraw commercial/industrial zone designation.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## Station 4 – Shopping

### *Station Summary*

The proposed boundary of the mixed use downtown core area was generally supported. However, there were a few contractions and expansions of the boundary proposed. The two proposed contractions of the boundary were a along East Mary Street and Mary Street. The two proposed extensions showed the boundary extended west along Bridge Street to encompass the Claramount Inn & Spa and extended north along Main Street to Maple Avenue. There was the conversion of some residential buildings to support commercial and higher/density use

Overall there was lack of support for future highway commercial development. Consequently no changes were made to the proposed highway commercial area boundary. Workshop participants noted that there was no need for big box stores, that Belleville was close enough to provide these services, and that there could be negative impacts on Waring Creek. However, some participants noted that big box stores could be located on industrial lands and provided the example of Loch Sloy.

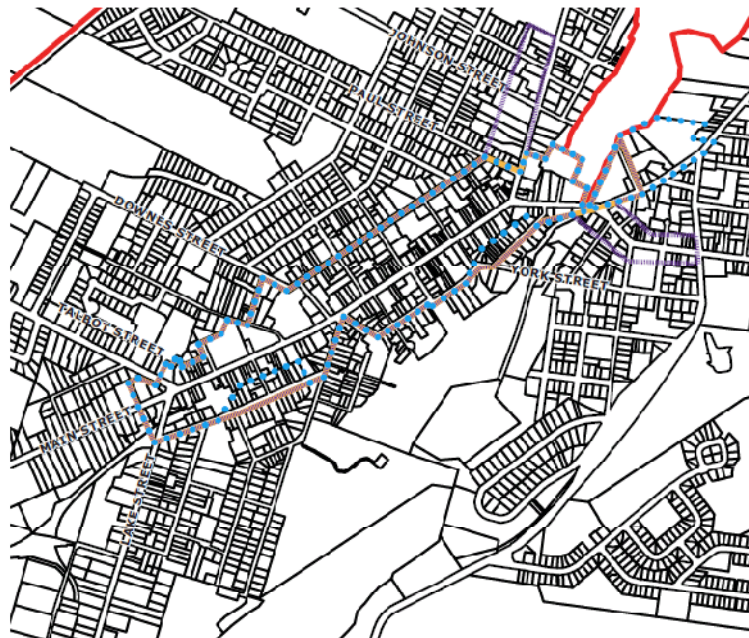
### *Workbook Summary*

There was general agreement that the downtown area should be a mixed-use area. A few provisos were noted including: ensuring that the buildings are compatible in design, character, and height. Some participants noted the need to focus development within the downtown core and not at big box stores. As previously noted, there was not support for the provision of future large format retail development.

### *Station Questions and Responses*

1. **In your opinion, have we accurately depicted the boundary of the missed use downtown core area?**

Participants made changes on the figure below.



**Figure 1: Alterations to the Proposed Downtown Core**

Planning Department, Prince Edward County – October 30, 2010

2. Changes in the mixed use downtown core area may require the conversion of some residential buildings to support commercial and/or higher density residential uses. **Are you supportive of such conversion?**  
**Yes: 15**  
**No: 1**
3. **Should additional highway commercial development be accommodated in the future?**  
**Yes: 2**  
**No: 30**
4. If **yes**, have we adequately captured the boundary of the highway commercial area? Please draw any changes to the boundary on the map below.

No boundary changes were provided on the highway commercial area map.

**Additional comments from the workbooks:**

- No big box stores. (x15)
- Mixed use is okay but height restrictions, e.g. 3 storeys should apply. (x2)
- Keep traditional character in size and design.
- Keep it in Picton/Bloomfield/Wellington.
- Limit municipal controls on type and design of commercial.
- Mandate new development is mixed. Set design standard.
- Stop the big box ribbon, easy by limiting parking. Belleville is close enough.
- Expand downtown from Beer Store to Home Hardware and/or expand Town of Picton boundaries to above with shopping district from Talbot to Town Hall.
- It's difficult to compete on price with many "big box" stores – need some larger stores within downtown for access by residents without having to drive.
- I do support multi-use area, but was unclear how other factors – historical waterfront would interact with support for multi-level infill development or conversion. Multi-use development should have respect to height, context and other requirements.
- Design guidelines for new businesses should be developed looking at other successful communities and enforced.
- Keep buildings/businesses looking like a clean economically functioning town and outlying areas. It is done through the eastern northern states and is absolutely lovely.
- In the lot of the former church do not allow chain outlets.
- The most recent example of non-core commercial development is in Wellington where County Council has just approved a small strip mall on the west side of the town on Hwy 33, near the satellite Wellington-on-the-Lake community. Another recent example of development that should not have happened is placement of the OPP station on Hwy 62. The station should have been where the people are, in Picton! It should not have been "ruralized" on good agricultural land. Commercial development should be centered in the downtown area not the periphery ... building Home Hardware out by Waring Corner does not support the idea of core development but extends the acceptance of ribbon development. Neither the Planning Department nor Council have done much more than give "lip service" to restricting non-core commercial and residential development.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 5 – Playing**

### ***Station Summary***

The majority of participants expressed support for the creation of parkland standards in Picton. There was overwhelming support for the creation of an urban forest to link existing parkland in Picton. And there was support for the creation/shared use of public parking areas to access the Millennium Trail.

### ***Workbook Summary***

There was general agreement that there should be more trees planted in Picton and that this would be a good way to link the existing parks. One participant proposed that the area around Waring Creek headland be a park and another participant noted the creation of a walking/cycling path that could link Delhi Park to Waring Creek and to the Millennium Trail. There was some concern expressed about the maintenance of the Millennium Trail. Specific recreational/cultural facilities noted include a community centre with a pool, a splash park for children, and a theatre. One participant suggested that the old town dump be dredged and an inner harbour created. With respect to public parking to access the Millennium Trail one participant noted that there is ample parking at the existing large format retail stores and that perhaps permission should be co-share the parking.

### ***Station Questions and Responses***

1. Parkland standards assist in creating a diversity of parks to fill a diversity of needs. Parkland standards also ensure that all residents can access parks by creating minimum distances between parks. There are many types of parks, such as parkettes, neighbourhood parks, and County parks. **Should the County establish standards for different park types and facilities in Picton, including distance from residents?**

**Yes: 21**

**No: 7**

2. **Do you support the idea of connecting existing parkland and open space areas in Picton by means of urban forest connections as shown on the opposite board?**

**Yes: 38**

**No: 1**

3. **Would you use public parking areas to access the Millennium Trail if these were provided?**

**Yes: 38**

**No: 1**

### **Additional comments from the workbooks:**

- Connections between existing, linear park developments to do this. Develop Waring Creek headland as “park.”
- Connect the parkland where possible. The Millennium Trail would be better used if it had a better surface such as small limestone that would pack down – hard to ride a bicycle on it any distance as it is now.

Planning Department, Prince Edward County – October 30, 2010

- A central theatre for all the various amateur groups to have as a place to perform would be nice. Picton's tennis courts need to be repaired.
- Bury hydro lines so that trees can grow.
- Need community centre with pool as a YMCA.
- Need a park at the harbour.
- Connect parkland from Sandy Hook Road east to the harbour.
- Park and open space, improved access to the harbour.
- Urban forest – yes – that requires to elected officials to have a plan to actually plant new trees. Mostly we see trees cut down and asphalt in their place.
- Link Benson Park to Main Street.
- Bike and walk circle from Delhi Park to Waring House would be good. (x2)
- Get bicycle path beside roads when building or improving roads. E.g. West Mary (we live around the corner) has improved and maybe should have been widened then to allow for parking and traffic. The town boulevard could have been taken and used for extra width.
- Why is the headwater tributary of Waring Creek not marked as environmental protection? It should be. This area is critical to the health of the watershed.
- Harbour front should be public space, boardwalk, trees, benches, etc. and connect to Delhi Park and downtown area.
- Millennium Trail should not allow motorized vehicles at any time. Rest stations and lookout along the trail. More access to the trail from public roads and more signage.
- Tip of the Bay to provide access to the harbour.
- Link harbour to downtown.
- Delhi excavate old dump and create inner harbour.
- Explore Glenwood cemetery creek. It flows from Sand Hook - Airport Lane to the Bay. It has 200 acres of EP zoning and 13 for sale. It has a mill pond and a history.
- For parking, existing big box stores are located close enough to the Millennium Trail that if there were was permission users could park in their lots.
- Creation of a splash park for younger children.
- During the presentation, it was indicated that Picton-Hallowell had more than enough present and future recreation space based on the ratio of population to area. However this assumes that future population increase will be small. It also ignores the fact that the summer population increases dramatically and visitors like to be on a waterfront. It also assumes that present recreation spaces are properly maintained and accessible. Trails in Macaulay conservation area are not well kept; access to the Millennium Trail is limited and has minimal parking. Several vantage points (e.g. Millennium Lookout) are overgrown, and waterside parkland is non-existent around the harbour except at the edge of town at Chimney Point Park (which is much overgrown and encroached upon by expansion of the water treatment facilities). Benson Park needs a major "makeover" and while Delhi Park is sometimes heavily used it has no waterfront. QE (Fairfield) Park also can be heavily used; it does provide a good view of the harbour but it's not very big and visitors get to it only by chance. Public boat launch facilities are limited to McFarland Park and the Municipal ramp in Picton (where parking can be at a premium). If condo development takes place at the Tip of the Bay (as proposed) this will further limit access and parking at the Picton ramp (already a major problem during fishing events). A second ramp could be constructed at Chimney Point Park (as proposed in the 1980 Picton Harbour Study). As the demographics of the population in this area change ... (declining school enrollment, limited employment, older people), the recreational needs also change. The need for various types of facilities also changes. For example, walking the halls of the high school provides some winter activity for seniors but is hardly an adequate response to community needs. "Play" needs should be addressed in terms of both quantity and quality.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 6 – Getting Around**

### ***Station Summary***

There appears to be general consensus that north-south connections are needed. There was agreement about the need for an east-west road but the location of it was not necessarily supported, people wanted to see it closer to the Millennium Trail. There was overwhelming support for an active transportation network within Picton-Hallowell to enhance existing areas and ensure areas developed in the future also support cycling and walking.

### ***Workbook Summary***

**1. Do you have any other suggestions for road and active transportation connections in Picton?**

- Main Street and King Street should be one way;
- Create angle parking along one side of Main Street;
- Don't allow transports across ferry so we don't have them coming up the Town Hill;
- Transportation loop.

**2. What do you think about heavy vehicles using a dedicated route around Picton as opposed to using Main Street?**

**Yes: 15**

**No:**

**3. If the active transportation network in Picton was expanded (sidewalks, cycling lanes, pedestrian/cycling paths, pedestrian crossings, etc.) would you use it more often? Would you drive less?**

**Yes: 12**

**No: 2**

**4. The Top-of-the-Hill intersection is recognized as causing significant traffic congestion and delay in Downtown Picton, particularly in summer months.**

**Do you support the idea of a roundabout as a potential means of improving traffic flow and increasing pedestrian safety in Downtown?**

**Yes: 9**

**No: 3**

### **Additional comments from the workbooks:**

- By-pass for Picton downtown using old rail line from Highway 33 to Highway 49.
- Good to get heavy traffic off Main Street.
- Worried about going through Loch Sloy would stop expansion for runway.
- Can't see roundabout at the top of town hill in the middle of the summer it would be packed and for large trucks I can't see it working.
- I would change the Millennium Trail from the golf course Canadian Tire it would bypass Picton and make it easy for tourists to access Sandbanks and area.
- A new roundabout at top of town hill is an excellent idea. How about one at Tim Horton's intersection?
- Bikes and walking are great except in winter.
- The provision of public transportation would make more sense.

Planning Department, Prince Edward County – October 30, 2010

- Given resource depletion especially oil and climate change – how will transportation change?
- Can I keep a horse?
- Connectivity – connecting places active transportation.
- Linear park for bikes, walking-linking.
- How does the roundabout support increased walking and biking?
- Multi-level parking garages with elevators behind Main Street.
- Close Main Street for the summer (works well in European cities maybe it will work here).
- Repurpose Millennium Trail, if allowed from being ATV, snowmobile, hiking trail to expanded 2 lane roadway or clearly identify roads we currently have and improve the surface for heavier traffic flow on roads we locals already use to by-pass Picton.
- The Millennium Trail should be developed into a 2-way road with a trail or sidewalk alongside. This would be a Bypass Route for truck cross streets should be limited. This would also open the area to the north for more new residential development
- This would provide a bypass for not only trucks but for police and emergency vehicles. Provide direct access from the hospital and ambulance station. This would also ease traffic congestion on Town Hill
- Downtown Picton – Problem – Get a wider area for Top-of-the-Hill.
- No transports on Main Street during peak traffic times. (x2)
- It is dangerous for pedestrians to cross at the Top-of-the-Hill.
- Create ring road to re-route traffic.
- Beware aging population; make parking available and short easy walkways to amenities (European Cities have this issue).
- Would like more proof that you have researched ‘best practices’ – don’t need to re-invent the wheel.
- Yes, heavy trucks using dedicated streets.
- Ensure pedestrian cross options at the Top-of-the-Hill.
- Loading on Main Street during morning hours.
- Buy the Martin Law Office – presently for sale – tear it down and improve traffic from at Top-of-the-Hill.
- For by-pass north of Millennium Trail and connect 34 with 1 to avoid residential and Main Street.
- Roundabout on a hill?!?
- Worst problem is the Bank of Montreal / Tim Horton’s / Cenotaph corner.
- Need a route around Picton – Main Street used for local business traffic only.
- Top of Hill intersection –traffic circle – yes, but will only work if traffic is moving on main.
- There is some concern regarding the road connectivity network to the south – when the road crosses Kingsley Rd SW it would use the potential for runway expansion.
- The active transportation network appears positive. It would accommodate the future potential of Loch Sloy business park. I think if future development of industry at Loch Sloy occurs then more truck traffic would relieve heavy traffic in downtown.
- I live 30km out of town – I walk through town now when doing errands.
- NO! to roundabout – traffic flow coming up hill would be way too challenging especially for heavy trucks.
- A conservative oil depletion rate of 2-3% / year means 25% fewer cars on the road by 2020. How many more roads will we need in 10 years? Not many.
- A modest bus station may be a good idea.
- There doesn’t seem to be enough space for the roundabout suggested – and it would be expensive. I don’t know what the answer is to relieve congestion but I don’t think the suggested roundabout is the right one.
- No traffic lights – They would create more backup not less

Planning Department, Prince Edward County – October 30, 2010

- Wherever possible on the busy roads leading in and out of Picton there should be good paved shoulders for biking.
- Also, there should be lots of bike racks in the downtown area to lock bikes.
- Design alternative route or routes along with new laws being passed and signage forcing trucks/RV's/Trailers/Transport Trucks to use these new routes (e.g. Johnson and MacFarland).
- Divert Highway 33 traffic - RV's, Trailers (summer) and transport trucks to use these new routes, therefore avoiding congestion on Main Street. Keep Main Street pedestrian friendly and thus also encourage walkers to use Picton Harbour Area.
- Pave the Millennium Trail. Poor Trail discourages bikers (locals and tourists) from using as it exists-not an enjoyable biking experience riding from PEFAC parking lot to Bloomfield then on to Wellington. Therefore, loss of tourism from people who come here to B and B's, etc to enjoy biking in the Picton area.
- Need better tree paths around Picton.
- Rerouting traffic around Picton would add to its attractiveness.
- Walking is difficult for some with poor, broken and uneven sidewalks.
- Commercial traffic should have an alternate route.
- Bus depot.
- Roundabouts are best. Use more. Heavy truck route ok but don't let tourists avoid downtown.
- Bypass = County Road 6 to 5 to 35 to 1 especially for trucks.
- Address the Tim Horton's intersection from hell.
- No matter what this is a town of older people we need regular transit.
- Even under the terms of the latest proposed condo development in Picton (Tip-of-the-Bay), public access to the waterfront will be minimal and limited to the boardwalk south of the outflow of Marsh Creek. Many local people and many visitors want access to walk around the harbour. The proposal to have boardwalk access from the municipal ramp, across marsh creek, in front of the Picton Harbour Inn and the Royal Harbour development and to access Main Street via a southward extension of Johnson Street is both highly desirable and an absolute minimum of what should be done. Purchase or control of some of the old Villeneuve property (north of the Municipal boat ramp) could provide a waterfront picnic area and a further extension of the proposed waterfront trail on the south side of the harbour. Private docking would need to be gated to provide security. Consideration of these needs would have to be acted upon almost immediately with respect to the Tip-of-the-Bay property and "careful" negotiations will be required with the other property owners (some past actions by the Municipality have been less than well received by waterfront land owners).

Traffic flow along Picton Main Street is a problem and mostly during the tourist season. It's true that there are more big trucks than there used to be but a lot of this traffic is related to construction work within town limits. "Normally" there is trucking to/from the Wellington mushroom plant (hay bales/straw, and product), a small amount of agricultural traffic, water trucks, and some deliveries to Canadian Tire and Home Hardware. At all times of the year and especially in summer, traffic flow in Picton is greatly affected by parking on Main Street and pedestrian crossing, and to a lesser extent by traffic crossing lanes to enter/leave the two main plazas. During the summer, both because of driver uncertainty and traffic volume, the 3-way intersection at the top of "Town Hill" is another bottleneck.

Like many small communities, businesses were concerned that traffic diversion away from main street would mean a loss in commercial activity. Following this attitude, options to "bypass" Main Street were rejected many years ago and that is also, in part, why the Liquor Store is at one end of town and the Beer Store at the other. So, when it would have been relatively easy to change traffic flow, it was not done.

Planning Department, Prince Edward County – October 30, 2010

Another point is that, as the local population ages, many people find it more difficult to parallel park. Often drivers wait for an “easy” space to become vacant ...delaying traffic behind them. Parallel parking allows cars to stop on both sides of the street but it requires more time to enter/exit. Commercial interests tend to favour parallel parking because it “equalizes” shopping opportunity. Angle parking would help to speed up the process of getting cars in/out of spaces but Picton Main Street is only wide enough to support it on one side of the street. If blocks of angle parking alternated along each side of the street, it would improve traffic flow. However, people have to cross between stores and often a parking space is on the “wrong side of the street” ...so there is a lot of “jay-walking” because there are so few cross walks. A combination of angle parking and more cross walks might help to improve traffic flow.

I don't like the concept of a traffic circle at the top of “town hill”. Sight lines for traffic turning down the hill from Hwy 49 are already bad and require traffic to move forward beyond the stop line just to see if the way is clear to make a turn. A circle large enough to accommodate large trucks making this turn would almost certainly require the removal of some existing buildings. A further loss of heritage buildings would not be acceptable. I don't know of any traffic circle being placed on a partly sloping surface at the top of a hill and especially one where winter ice and snow might create more problems.

If the flashing lights were replaced by stop lights at the top of the hill and used in conjunction with additional stop lights at the bottom of the hill (near the junction of Hwy 33 and County Rd 8), it would be possible to control traffic flow at the top of town hill. To be effective, the bottom end of Union Street (County Rd 8) would have to be closed and all traffic using County Rd 8 would have to join Hwy 33 via Head or Eyres Street.

There is another approach which I think would be simpler and might be effective. The main problem at the top of “town hill” is that vehicles from Hwy 49 going down the hill and vehicles from Hwy 33 continuing along Main Street must wait to cross lanes. If the traffic flow up the hill could be reduced (but not stopped), lane crossing would be easier and congestion at the top of the hill much reduced. The aim would be to get the present “out of season” traffic conditions to occur, more or less, all year. Most of the vacation traffic and heavy transports travelling west on Hwy 33 do not stop in Picton but continue through town. If this “through traffic” was offered a diversion onto York Street, Mary Street and then Chapel Street it would have a big influence on conditions at the top of town hill. Head and Elks streets do not offer a useful routing; rather a NEW CONNECTION to York Street would be needed from Bridge Street, near the Marsh Creek Bridge. I suggest only a westbound diversion for through traffic and no eastbound diversion. York, Mary and Chapel streets would remain 2-way streets. Readjustment of the stop lights at the 5-way intersection (Chapel and Main) would be required but since the diversion would not alter the total volume of traffic passing through the intersection, rather it would change the pattern of flow....



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 7 – Town Square and Harbour**

### ***Station Summary***

There was unanimous support for the creation of a town square in downtown Picton. Two potential locations were presented to workshop participants - Post Office (Victory Building)/ Armoury / Library and Top-of-the-Hill/ Shire Hall. There was generally more support for the first option with about 40 percent support for the second option. Workshop participants were supportive of the acquisition of private property as well as the removal of non-heritage buildings in select locations to enhance public spaces.

There were a diversity of features that the workshop participants indicated they wanted in a town square – seating, planting, trees, water fountain, an arts/cultural centre/performance area, pedestrian access, and gardens.

While there was some overlap in what participants wanted to see in an improved harbour the features that most stand out include – the creation of a shoreline path, the expropriation of Tip-of-The-Bay, development of facilities that will support year round use of the harbour (skating), and illuminating the harbour with lights that give off little light pollution.

### ***Workbook Summary***

There were comments provided about the proposed town square location at Top-of-the-Hill. These comments touched on questions of the safety of the intersection for pedestrians, the opportunities to link the harbour to downtown, and creating a pathway or boardwalk around the harbour. Other comments noted that the existing public spaces should be better utilized and maintained (counter vandalism and by-law dog waste infractions).

### ***Station Questions and Responses***

**1. Do you think that there should be a town square in downtown Picton?**

**Yes: 33**

**No: 0**

**2. Which of the two potential locations for a town square do you prefer?**

**Post Office (Victory Building)/ Armoury / Library: 21**

**Top-of-the-Hill/ Shire Hall: 14**

**3. Do you support the acquisition of private property to enhance existing public spaces?**

**Yes: 29**

**No: 3**

**4. Do you support the removal of non-heritage buildings in select locations to significantly enhance existing public spaces?**

**Yes: 28**

**No: 3**



**IBI Group**  
400–333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

**5. What features would you like to see included in a town square (planting, seating, water feature, public art, cultural centre, heritage, sun, shade, etc.)?**

- Seating, street furniture (x 6)
- Planting, heritage, peaceful garden (x 4)
- Possible cultural centre (x 4)
- Trees (x 4)
- Water fountain (x 4)
- All of the above (x 3)
- Most important pedestrian access i.e. a bridge over St. Mary's like Humber river in Toronto (x 2)
- No cars (x 2)
- Performance area (x 2)
- Public art x 2
- Street art (x 3), statues (x 2)
- Sun/shade (x 2)
- Bicycle racks
- Café
- Library
- Theatre – link up Regent library and armoury
- Small park area

**6. What features would you like to see included in an improved harbour (lookout/views, shoreline access, heritage, seating, interpretive displays/ signage)?**

- Shoreline access a must (x 9)
- Boardwalk or walking path (x 6)
- Views (x 5)
- Seating (x 4)
- Accessibility and recreational areas (x 2)
- Amphitheatre (x 2)
- Expropriate tip of Bay (x 2), and use for civic centre connecting back of Shire Hall across to Marsh Creek and park.
- More parking (x 2)
- More docking (x 2)
- Public access, (x 2) and visual connection to harbour area
- Shops, restaurants (x 2), bars etc.
- Trail (x 2)
- Trees
- Things for children (x 2), small wading pool
- More access to Picton area restaurants and shops
- Remember the wildlife, they are citizens too...we need to preserve biodiversity
- Planting
- Continue mixed use in harbour development
- Access
- Views of harbour
- Shade
- Picnic spots
- Potential for use in winter – pleasure skating with music
- Small area for canoes to use
- Soft lighting for night walks
- Expand and upgrading marina facilities/ events
- Best natural harbour in Lake Ontario
- Disagree with areas designated "conversion to public space"
- Farmer's markets
- Band shell

**Additional comments from the workbooks:**

- Does this mean that traffic cannot travel along Main Street? (x 2)
- Better use of current public spaces. (x 2)
- What about the parkette, could this be part of the town square?
- I come to Picton everyday and usually forget that there is a harbour – this is a shame.
- Preserve and utilize attractiveness of the harbour for encouraging all ages to enjoy the area all seasons.
- Control use by dogs (with owners) being fined for not stooping and scooping.
- I like the access to the waterfront by converting private land to public usage.

Planning Department, Prince Edward County – October 30, 2010

- Establish a cultural centre with the Regent Theatre, Arts on Main, the Library, and the Victory. There is a possibility of having a new sculpture of Sir John A. MacDonald in the courtyard of the Victory building. This would add the history and culture which builds identity and draws tourists. Green space is extremely important to contrast with all the concrete and asphalt.
- Control of vandalism imperative.
- A town square is a good place for people to learn about the history and culture of Picton and the County.
- The harbour is now boxed in by buildings and the docks need repairs.
- Access to all Picton has to offer from public dock area. This is a tourist outlet that we have not approached properly to date.
- What a view and sense of serenity and sense of place – what a special place the harbour is.
- Whatever we do and have must be kept property and not run short of maintenance money.
- Boardwalk from Water plant to Cruising Club and more docking with utilities – dredge?
- Totally disagree with area designated for conversion to public around the harbour.
- Town square on a hill next to traffic is a problem.
- Marten's law office is up for sale – could be purchased and used to increase safety at Top-of-the-Hill.
- No town square near town hall as traffic congestion is a hazard to pedestrians. (x 2)
- Tip of the Bay would be a wonderful public space and include a natural amphitheatre for many activities.
- If we designate land use we can set in motion a plan that may take 50 years to accomplish but at least we would know where we were going to end up.
- You should link Top-of-the-Hill and harbour.
- Keep as much as possible available to the citizens of PEC but buying land may not be the answer for taxpayers who cannot afford any more tax base increases.
- There really isn't a good space around the library the harbour is a better option.
- Opening up access to the harbour, paths around the harbour and creating a view from the top if the hill would enhance the downtown and provide an additional reason for tourists to stroll the downtown area and spend money.
- What happened to Tip-of-the-Bay being publicly owned?
- Town square at the Top-of-the-Hill would work as part of harbour redesign if it increased pedestrian flow – also dependent of course on pedestrian crossing at Town hall. Recently acquired property on the west side of Shire Hall has been made into a small park but it is little used. There is no convenient parking nearby, it is poorly accessible for pedestrians (crossing town hill on the south side of Main Street is a nightmare ..... and NOT to be done with children), and there is very little harbour view when you get there. It's noisy and a great place to inhale vehicle exhaust gas from the nearby intersections. Even if much more property were assembled in this area, users would still be unable to see much over the Royal Harbour Condos. If the intent is to provide a small location from which to look at the harbour (from above), it would have been better to put Shire Hall parking on the west side of the building and turn the present parking lot into a mini park. The area between Shire Hall and the top of town hill is "dead" (traffic can't stop, there's no parking and pedestrian access is bad) and not at all suitable for civic gathering.

I don't understand the logic behind the thinking. The War memorial is already a site of civic space and if enlargement is needed it probably should be done NOW. With demolition of the old brick church on Main Street, a large civic space could be provided by the adding this recently created space and that presently occupied by the PEC

Planning Department, Prince Edward County – October 30, 2010

Chamber of Tourism and Commerce. This would provide a continuous stretch of open ground on the same side of the street at an existing a focal point in the community. To do this ACTION IS REQUIRED NOW.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 8 – Town Design and Infill Development**

### ***Station Summary***

There was unanimous support for infill development within Picton-Hallowell. There was overwhelming agreement that design guidelines should be prepared for highway commercial development in Picton. The remainder of the questions is addressed in the workbook summary.

### ***Workbook Summary***

We asked participants to provide specific comments about their preferred height for new residential buildings, the front-yard setbacks, garages, building orientation, and front porches, overall there were fewer responses provided than at the voting at the station. However, we can deduce from the responses that the majority of participants wanted to see a maximum of three storeys for new residential developments, front-yard setbacks away from the street, garages on the side or rear, new residential to be aligned with the street or to maximize solar gain, and front porches where possible. The majority of respondents indicated that they would like to see residential densities mixed on the same street.

Future development should maintain the heritage look and feel in Picton, including building height. Setback minimums and maximums should be established and tree planting made mandatory. Some respondents noted that The Edward was an appropriate height, while others commented that it was too high. There appeared to be no support for additional large format commercial in Picton and specifically not along Highway 33. Comments were also provided that the developers should work with the community to provide housing that works for them and that this should be guided by design guidelines.

### ***Station Questions and Responses***

1. Infill development is important in maintaining community vitality as it often brings renewed purpose to underutilized sites, new services and businesses to the area, and can convert existing housing stock to smaller units. **Do you support infill development in the downtown area?**

**Yes:** 44

**No:** 0

2. **If additional highway commercial development is to be accommodated in Picton, should the County prepare design guidelines to shape the look and feel of this development?**

**Yes:** 40

**No:** 1

3. **What should new residential development look like? Consider the following:**

- Building height (how many storeys-consider low density such as single family house, townhouses, apartments);
- Front-yard setbacks (close to street, setback from street);
- Garages (in the front, side, or in the back);
- Building orientation (aligned with street, aligned to maximize solar gain); and
- Front porches.

Planning Department, Prince Edward County – October 30, 2010

<b>Building Height</b>	<b>Votes</b>
One Storey	0
Two Storeys	2
Three Storeys	5
Four Storeys	1
Five Storeys	2
Six Storeys	1

<b>Setbacks</b>	<b>Votes</b>
Close to street	1
Setback from Street	6
<b>Garages</b>	1
In the front	1
In the back	4
<b>Building Orientation</b>	
Aligned with Street	4
Aligned to maximize solar gain	5
<b>Front porches</b>	
Yes – support having them	6
No – do not support having them	0
Optional	0

#### 4. How should different housing types be mixed in new residential neighbourhoods?

Consider the following:

- Mixed on the same street; or
- Grouped together on a separate street.

<b>Housing Mix</b>	<b>Votes</b>
Mixed on the same street	5
Grouped together on a separate street	3

#### Additional comments from the workbooks:

- New res should look exactly like what is there now and maintain heritage look (x 5).

Planning Department, Prince Edward County – October 30, 2010

- Maintain proportions of windows and entrances on Main Street and similarity of context/style. (x 3)
- Developers need to accommodate community's wishes. (x 2)
- Houses built to fit character of the neighbourhood. (x 2)
- Preservation of place, character, architecture, etc. (x 2)
- Building height similar to neighbours. (x 2)
- The Edward height is acceptable. (x 2)
- Shared access to parks, waterfront, trails, fewer premium lots, at the expense of rest of us (x 2).
- By-laws should be clear and enforced.
- Need to develop design guidelines and stick with them:
  - Consistent building heights for new buildings;;
  - Consistent setback (solar consideration);
  - Consistent materials and design;
  - Consistent uses;
  - Garages/Parking in rear;
  - Porches up front;
  - Buildings should be uniform with heritage aesthetic; and
  - Preservation of 'place' and 'heritage'.
- Too much regulation may lead to dull visual appearance.
- Housing types should be mixed.
- No buildings higher than 3-4 stories.
- No more commercial development along highway.
- Enhance streetscape.
- Enhance trails.
- No big box.
- General acknowledgement that The Edward, Gilbert and Lighthall buildings and The Armoury are good examples urban form and function.
- The Edward is too high.
- Save setback for greenery and trees.
- I am totally opposed to big boxed store highway development.
- Agree with the provided infill guidelines.
- Not all vacant areas need to be re developed.
- Absolutely need to develop design guidelines and projects to fit our priorities.
- Developer/owner should determine most of these parameters.
- While infill is desirable, too much regulated uniformity may lead to dull visual appeal.
- Control design – i.e. Brick, lots of trees, trails, connections with trails.
- If we want porches for scale streetscape then we need guidelines, maybe min and max setbacks.
- Would like to see street front parking lots on Main Street.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 9 – Heritage Preservation**

### ***Station Summary***

There was support for the current heritage policy to take a more proactive policy position than the current policy that places the onus on the owner of the heritage property. There was also a large amount of support for the designation of heritage properties and heritage districts in Picton.

### ***Workbook Summary***

The comments provided in the workbooks discussed the responsibility of heritage designation, and they queried is it up to the owner or up to Council and the Heritage Committee to pursue heritage designation. There was ambiguity expressed over the funding of heritage buildings and whose responsibility it was and what funding options are available. Some specific heritage issues were proposed such as creating a museum at the heights and conducting a natural heritage study. One participant noted that to preserve heritage there needs to be a shift in culture that values heritage.

### ***Station Questions and Responses***

- 1. In your opinion, should Council and the community be more proactive in the conservation of heritage resources in Picton?**

**Yes:** 46  
**No:** 2

- 2. Do you support the designation of heritage properties and the creation of heritage districts in Picton?**

**Yes:** 42  
**No:** 3

### **Additional comments from the workbooks:**

- Not without owners consent. (x4)
- Council should be proactive (x 2) – approach owners of listed and designated properties.
- Work with the owner first. (x 2)
- Designate historic downtown district.
- Waring Corners/ Waring Creek head waters should be designated.
- Private property should not be designated unless the owner agrees.
- Heritage resources and heritage properties should include rural landscape.
- Not without methodology for supporting property owners in the implantation of heritage requirements the financial burden could be too reasons.
- Heritage designation should only be done with owner's approval unless a public body or heritage association is prepared to purchase their property.
- Preservation of buildings should be top priority.
- Not just Picton – lots of heritage buildings in Hallowell.
- More support for owners would be of benefit.
- To a certain point some people need to make a living people looking to purchase need to know before purchasing if they can't do anything with it.
- Create a culture where we value and protect our heritage resources. If we all care and understand why it's important the decisions will be easier.
- Must incorporate requirements for heritage to look to all facades visible from water and main approaches.

Planning Department, Prince Edward County – October 30, 2010

- Without funding Council cannot place “heritage” labels on properties and overly restrict the upkeep of buildings due to lack of finances.
- Proactive but not restrictive.
- Initiative to be taken by the municipality instead of the landowner.
- Municipal heritage committee or architectural preservation should have final say.
- Municipality cannot afford to purchase to preserve with possible exceptions (i.e. owner offers at discounted price.)
- Make it too expensive to tear down.
- Designate historic downtown district to promote heritage tourism and increase investments.
- Rezone the heights base as a heritage/museum or at least a portion of it.
- Develop a natural heritage strategy for the area.
- There are so many examples of towns/cities around the world that have smart and enforced by-laws for preservation of heritage buildings.
- Labeling Picton as the “home of the wrecking ball” (as recently appeared on the Town sign) is very negative for tourism and community spirit and pride.
- Need some incentives for people to support heritage designation of buildings – what is in it for the owners?
- Preserve the most outstanding heritage building, not everything can be preserved
- Promote County museums and County’s history.



**IBI Group**  
400–333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 10 – Creative Rural Economy**

### ***Station Summary***

There was unanimous support for the mixing of living and working spaces throughout Picton.

### ***Workbook Summary***

Workshop participants supported the idea of mixing living and working spaces as long as they did not create any adverse impacts such as noise or air pollution. Other comments pertained to specific ideas to improve the creative rural economy realm such as the creation of farmer's markets, key maps located throughout the County, and permitting limited farm animals in the urban area.

### ***Station Questions and Responses***

1. The creative rural economy often uses land and buildings differently than traditional employment uses. For instance, workers may live in the space they work from or they may share their workspace with others. **Do you support the mixing of living and working in Picton?**

**Yes:** 54

**No:** 0

### **Additional comments from the workbooks:**

- Attention to health and safety issues relating to individual uses.
- Adopt urban agricultural policy to enable chickens and other non offensive animals. (x 3)
- Community gardens (x2) and grow food for Food Bank.
- Embu des Artes – Brazil – check it out...
- Develop a farmer's market and area for local crafts people to sell their wares.
- Maintain many options for creating start-ups.
- Possibilities for mixed-use is important.
- What about limited agricultural use in the area? Allow chickens and sheep?
- Key maps conveniently located throughout the county with improved signage.
- Absolutely maintain creative rural economy. (x 2)
- I support mixed-use. Minimum distances should still be adhered to and land use type should not impact negatively on neighbours (e.g. smells/turbines). (x 2)
- Hallowell needs to have acreages that encourage people to become new farmers – not huge farmers.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 11 – Waring Creek**

### ***Station and Workbook Summary***

The comments provided by workshop participants related to the protection of the watershed and headwaters, the use of watershed management practices, the creation of a park around the headwaters, and the evaluation of Waring Creek by the Ministry of Natural Resources and the Ministry of Environment. Other comments related to the planning mechanisms such as the designation of the area as an Environmental Protection zone, the prohibition of any type of development within the headwaters, the creation of minimum setbacks from future development, and the requirement of an Environmental Impact Assessment prior to permitting development within the vicinity.

### **Additional comments from the workbooks:**

- Most of watershed lands should be agricultural or protected park lands.
- If any of the area is to be developed that type of development should protect the watershed.
- Be careful what goes into the watershed.
- Please include in Hallowell area too.
- Good to have green space.
- Re-zone to protect headwaters.
- Use proper watershed management practice.
- Turn into protected area/park.
- Create development setbacks and reduce conversion of agricultural into highway commercial even if it becomes a policy statement now in order to protect from 'big box' highway commercial development.
- Protect from auto-run off.
- March creek should be equally recognized and have policy protection.
- The headwaters and wetland area of the Waring Creek needs to be evaluated by the MNR and MOE as part of this process. The land is currently unevaluated. An Environmental Impact Assessment (EIA) (i.e. development and infrastructure, no negative impact on the natural area of the headwater.
- This watershed is an important natural resource and everything possible should be done to enhance it with using zoning and other by-laws.
- Define significant natural areas; EP areas need better definition and appropriate buffers to be established and all mapping to be corrected. Infiltration of groundwater into creek is essential. Any surface discharge (storm water from surface) to go through cleaning process before reaching wetland / creek. The water balance to the wetland / creek must be unaffected. No infrastructure (water / sewer lines) along Sand Hook as not to affect water flow and balance. Remember fish are entering the creek, this will become federal jurisdiction (DOF). A full environmental assessment before any development suggestions. This is highly sensitive land and a great water resource fielding over 300 wells in the area with some of the county's best water. This area is not to be trifled with.
- Keep as a green space used for education.
- Protect Headwaters.
- Link to millennium trail.
- No development in watershed.
- Residential development okay if sewage services are available on the watershed.
- Define watershed more clearly.
- Designate SWT2 + FOD5-8 as parkland. Then extend the line of park land NE toward Millennium Trail.

Planning Department, Prince Edward County – October 30, 2010

- Ideally zoned 6R would be park or low density residential with huge setbacks.
- Entire wetland should be zoned back to EP not urban development. This wetland is critical to the recharge of creek and watershed. Further out from the wetland there should only be development that is appropriate and allow rain water and moisture to seep back into the ground. No large parking lots, etc.
- Independent environmental assessment needs to be done on the entire area around the wetlands and creek. Any development that occurs around the wetlands should be limited in the amount of water that is used, natural balance should remain.
- OMB ruling states that the Waring Creek should be designated as a natural heritage feature in restoration. This should be done.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## **Station 12 – Future Development of the Heights**

### ***Station Summary***

A diversity of land uses were proposed for the heights that ranged from expanding its historical use as an airbase to redeveloping the area for live/work/artisan units. While the list of uses that should be allowed at the heights is much shorter it highlights the fact that participants were not interested in seeing a single use. Also, the responses to both questions highlight the need to incorporate a historical element into future development, that the past should be acknowledged in any redevelopment either through the creation of a museum or a form of historical interpretation.

### ***Workbook Summary***

The workbook comments echoed the responses generated for both questions about allowed and disallowed uses, but provided more detail. There were a few additional suggestions such as designating the heights as a historic area and developing it as a living museum, permitting big box stores in the area if there is not enough space along Highway 33, creating a recreational centre and recreational lands, and developing the land as a charity camp.

### ***Station Questions and Responses***

The Heights area includes the Loch Sloy Industrial Park (Picton Airport), Craig Complex, and the lands between Kingsley Road and Macaulay Village. Please write your answer on a post-it note and stick it here.

#### **1. In your opinion, what land uses could occur in the Heights area?**

- Aviation museum (x 5);
- Recreational (x 4): camps for youth (x 2), nature sites - Old Craig Barrack etc.;
- Seniors complex: seniors apartments, assisted living apartments, long term care building (x 3);
- Small airport (x 3);
- Language training centre (x 2);
- Artisan community (x 2);
- Conference centre, helicopter rod, airport, training centre (x 2), education, children's, adult facilities unbelievable functional facility;
- Condos, recreational areas: tennis courts, swimming pool, basketball etc. (x 2);
- Movie mecca/ film studio;
- Movie production (i.e. sets in hangers, living spaces for crew etc.);
- Living museum of WW II with restaurants, exhibits etc.;
- Children's playground area;
- Town houses, single family living;
- Tourism, cultural heritage museum;
- Could it be developed a fly-in residential? Some pilots love stuff like that;
- Encourage light industry- i.e. computers etc;
- Bowling alley;
- Craft events, traditional and modern;
- Solar Arrays? Wind turbines?;
- This is a unique space, needs unique uses, and event space for the county and beyond;
- Long term potential new brown site?;
- Industry that will employ and keep our kids from moving away to find good paying jobs;
- Live/work space for artists;
- Community gardens and heritage site – see Wychwood Green Barns, Toronto;
- County offices;
- Emphasis on preserving historical fee, beauty of Loch Sloy building;
- Eco-tourism;
- Mixed use designation; and
- Picton airport has incredible potential for the arts, tourism, other than retail. The sky is the limit and this base MUST be designated heritage.



**IBI Group**  
400-333 Preston Street  
Ottawa ON K1S 5N4 Canada  
tel 613 225 1311  
fax 613 225 9868

## 2. What uses should not be developed here?

- Factories (x 4)
- Box stores (x 5)
- Industrial (x 7)
- Mall (x 4)
- There is tremendous potential for Picton Heights. This is where development should be. There is a lot that can be done.
- Do not change nature of Army Barracks into commercial buildings.
- Do not let it depreciate any further.

### Additional comments from the workbooks:

- Keep the airport and encourage industrial development that could utilize fly-in concept.
- Craig Centre Complex may lend itself to seniors care housing.
- Divert industry to the Loch Sloy industrial property.
- Light industry that could take advantage of airport hangers (i.e. High tech aviation technology).
- Fly in Casino.
- Small industrial.
- Not sure of assisted living.
- Wind and solar development okay.
- Aviation museum at airport a good idea.
- If residential is included a local shopping area must be included.
- Protect heritage buildings by creating museums or information centre.
- Mix light industry, commercial, arts and crafts, and parkland.
- Promote tourism ventures (i.e. hot air balloons at airport).
- Leave it up to the owner/developer.
- Anything should be allowed that will create employment.
- Maximize millennium lookout – create park like setting – connect to Delhi Park.
- Save some of the existing buildings.
- More housing development.
- More recreational land use and recreation centre.
- Expand on industry – perfect location to aid in diversion of traffic.
- Expand small cottage industry.
- Development of restaurant, café and shops.
- Develop museums.
- Develop hotels (on embankment).
- More special events.
- Develop the Craig Barracks area for a Tim Horton's Camp – or something similar. After something is successfully established other businesses will grow from this.
- If there has to be room for big box retail in Picton/Hallowell I suggest putting them in one place such as the excess industrial area in the Heights and not stringing them out along Hwy 33.
- No big box.
- No factories.
- Should be a conference centre/educational/historical/hotel/business development centre/one story multifunctional/keep as green as possible.
- Airport – i.e. services related to the industrial area to support it (Langley BC has just such an airstrip).
- Use the Heights for recreational purposes...parks...museums.
- Small airport for other tourist potential.
- Allowing box stores such as Wal-Mart (not supercentres). Today's youth cannot afford some of the services found on Main Street

Planning Department, Prince Edward County – October 30, 2010

- Short term and long term living such as nursing homes, brand name hotels, community centres.
- Aviation and military museum combines with recreational spaces for youth.
- Area could be used for creative development but transportation is an issue.
- Think big and designate historically significant. Begin planning as a living museum. Imagine a WWII museum like Fort Henry, Gettysburg, etc...there is nothing like this place anywhere. Be bold; present is as an option and let the people decide.