



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

Memorandum

To/Attention	Planning Department, Prince Edward County	Date	May 18, 2010
From	Holly Foxcroft	Project No	27266
cc	File	Steno	hf
Subject	Wellington Community Workshop #2 Summary		

The purpose of this Memo is to provide a summary of Wellington Community Workshop #2 held on May 5, 2010. An overview of the meeting will be provided in addition to a summary of the feedback generated at the meeting.

On May 5, 2010 the Wellington Community Workshop #1 was held at CML Snider School in Wellington. The event was well attended; 93 community members signed in at the beginning of the event with some community members entering and leaving throughout the workshop. At one point there were over 100 community members in attendance.

The workshop participants were welcomed to the workshop by Councillor Peter Mertens. During the first phase of the workshop a presentation was made by IBI Group consultants about the Wellington 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 – community identified catalyst sites, village design, and areas north of the Millennium Trail. (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. Community identified catalyst sites
8. Village design
9. Areas north of the Millennium Trail

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.

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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 highlight the importance of sustainability as well as clean air, water, and connections to the waterfront.

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

- Has more employment opportunities to encourage our youth to stay here.
- Wellington is a fantastic place to raise a family.
- Wellington needs a theme. It is, and should capitalize on, the fact that it is a beach town.
- This County is a Gold Mine for the future. Wellington needs development (industry/housing/commercial).
- Sustainability is key to Wellington; prosperity.
- I agree with what is proposed in draft version.
- Need to keep/be aware that part of the County as a whole.
- Enhance what we have – tourist oriented commercial.
- Lots more potential for water-oriented recreation/tourism-fishing, beaches.
- A lot really - the downtown core has not parking enough.
- Planning and maintaining waterfront and public access.
- Yes, you have Need pedestrian connection from North of trail to south of the Trail.
- Maintaining community spirit, values, etc. will necessitate controlled and slow development while maintaining amenities.
- No, not at all, fluff.
- Looks good.
- Agree – need to include serious housing.
- A place where you can walk the downtown with easy access to business.
- Community gardening.
- The vision is good- is it achievable?
- Affordable housing.
- Yes- very well. Ensure no sprawl with suburbia north of the trail.
- Need senior housing/complexes (not nursing homes).
- Yes – well done.
- Need affordable housing within Wellington main core.
- This place will grow residentially, for retirees and some retail. Plain fact regardless of what we want.
- Provides for a range of lifestyle opportunities.
- Sense of small town community with small to mid size shopping. NO big box stores.
- Mixed housing types should include mixed income and aged groups.
- Complies within all governing bodies (Prov/Fed).
- I agree with the revision proposed. x2
- Assisted senior housing.
- You have captured a good list of why we like it. Plus clean air and clean water.
- Not sure year round tourism is attainable – definitely need to expand the current season.
- Need affordable housing for families to provide children in the excellent school.
- Yes – would put more emphasis on waterfront recreational development and connectivity to Sandbanks Provincial Park.

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- Development north of Millennium Trail is necessary.

Additional comments from the workbooks:

- Good description of vision on the board.
- Agree with: is walkable; protects waterfront access; provides a mix of housing; complete full service community; thriving downtown core.
- May need to rank goals in terms of importance. My priority will be to build a true core centre with commercial and artistic development.
- Wellington to be sustainable needs to consider its food supply and that it should be close at hand. Perhaps farmers market.
- Why year-round tourism is that sustainable?
- Slow growth that allows people to stay connected.
- Need seniors housing, mixed housing north of the Millennium Trail
- No golf courses.
- Complies to all regulating bodies provincial and federal.
- Library must be considered crucial recreational facility.
- Protect waterfront and promote heritage.
- Light pollution. No mention of marina development. No compact commercial without more parking. Compact downtown only favours those that live downtown. No mention in the vision of sustainability or sustainable living practices which will be needed in the future.
- As other communities, such as Canmore, Alberta, illustrate the key to a prosperous future is to practice sustainability in every aspect of planning. The location of new buildings should be oriented to maximize passive solar gain.
- The vision must be flexible and adaptive to real growth demands. Right now it is difficult to imagine that growth will be fuelled by anything other than increasing interest from retiring boomers. But they can be fickle and if the growth they generate kills the very quality that drew them here in the first place – it will stop dead. There are plenty of other places to retire.
- Aspects of sustainability should be promoted such as food growing in the town, solar panels on all public buildings and promotion of private installations ride-sharing networks, public transportation and community exchange days.



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Station 2 – Living – Residential Density

Station Summary

There was no clear preference for one type of density over another. It can be inferred from the voting that the community members would like to see a diversity of densities within Wellington. There was a clear distinction between whether densities should be a minimum or a target – target was overwhelmingly selected.

Workbook Comments Summary

- Enhanced and compact densities were referenced the most.
- People expressed a desire to see a mix of densities in Wellington.
- Consideration was given of the need for affordability and a mix of housing types in supporting the enhanced and compact densities.
- Community members want to contain sprawl; slow the unnecessary development of rural lands.
- Community members noted the idea of directing growth to specific areas within Wellington
- The responsibility for payment of new services was raised.

1. Which approach do you prefer for future residential development in Wellington?

As-Is Density: 5

Enhanced Density: 6

Compact Density: 3

2. Should your preferred approach be a minimum requirement or a target for future residential development?

Minimum: 8

Target: 27

3. Please rank the three approaches to residential density using the coloured dots provided.

As- Is Density: Green 25 Yellow 12 Red 13

Enhanced Density: Green 14 Yellow 30 Red 2

Compact Density: Green 23 Yellow 5 Red 27

Additional comments from the workbooks:

- 60' lots; Townhouses
- Mix of all three densities; focus on medium to high density buildings
- To contain “spread” you need compact density or more. Need to protect waterfront whatever route you take.
- Agree that compact density approach is good because it makes the land more affordable for young families.
- Compact density is preferred if we expect major growth – prevents sprawl.
- 10 units per acre.
- Co-housing we use less land.
- Density goals should be reviewed every five years to assess change against the reality. The high density housing approach should be considered if the medium density is achieved.

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- Use high density in appropriate areas; case by case.
- What would Jane Jacobs say?
- Best – enhanced density approach.
- Compact density approach.
- In order of preference: Compact, enhanced, as-is density
- Please do not control development – not in density not in size. Development should be decided on an individual basis.
- No urban sprawl on farm land.
- I think enhanced residential development is more realistic. We have the land available now to accommodate this type of growth.
- Not in favour of high density, but it is a way for mixed housing. Can mixed housing be accomplished in a low density environment?
- Mid-density to reduce our footprint.
- No acknowledgement made of the greater Toronto green belt effect on population projections. This has been the largest factor affecting subdivision proposals in the County for decades. This leap from effect. What the effect will be is uncertain but developers are betting there will be increased demand for housing.
- The County needs a bigger tax base increase the density in a creative way and in good taste.
- Don't want enhanced density; want modified as-is.
- Compact density approach.
- High density should free up green space and fit better with aging population.
- All three [densities] should be incorporated. Just don't let compact density turn into future slums; make sure it is good quality. Who will pay for expansion of water and sewer?
- Encourage more density in the core area.
- Highest density.
- Apartments and townhouses. But do not allow growth to create congestion.
- 10units per acre
- Compact density.
- I don't believe significant growth will happen the prediction was excessive.
- Should have sunset clause on approved subdivision – either move or or give up allocations of water and sewer.
- Enhanced density approach.
- Encouraging medium and high density and even higher density. Encouraging innovation that rewards development that provides energy saving models (e.g. ground source heat pump). Aging-in-place and housing for young families.
- Only the as-is approach will maintain the current character of the community.
- Leave the downtown core for small business, residential development of area around core.
- In order to preserve the current “values” associated with Wellington employ the as-is approach.
- There is inadequate land for low density residential. Provide a mix of housing. Full service community.
- Target approach to density; allow higher density development but restrict density to low density development in some areas. Want to prevent leap frog into rural lands; higher density may waylay this from happening.



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Station 3 – Working

Station Summary

There was more support to not consolidate employment lands. There were no dots placed on the portrait board to indicate where people wanted to see consolidated employment lands. While this section is still being populated the responses so far have indicated that people would like to see the vacant industrial land along the Millennium Trail developed for park or residential use, as well as live/work. When queried if they support the mixing of living in working in Wellington the support was about four to one in favour of it.

Workbook Comments Summary

- Live/work would be supported as long as it is not disruptive (air or noise pollution).

1. Typically employment lands are located in a single area. In Wellington these lands are scattered along the Millennium Trail. Do you support the consolidation of future traditional employment lands in a single area?

Yes – 18

No – 32

2. If you agree that employment lands should be consolidated, then where should they be located?

No dots were placed.

- Employment lands should be located away from Main area.

3. What should happen to the vacant land illustrated on the map (hatched)?

- Parkland and enhanced density housing.
- Parkland.
- Strongly against development along the Millennium Trail – would like to see more of a park feel.
- Land next to the Millennium Trail should not be industrial. If next to the Millennium Trail it is a huge asset and should be considered on a case by case basis.
- Residential, light retail or greenspace.

4. 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 Wellington?

Yes – 44

No – 11

Additional comments from the workbooks:

- Clean industry, computers, electronics.
- Light industrial. You will need some incentives for business to locate here.
- We lack amenities that business people want (develop Wellington harbour, better golf course, gas station, reliable internet). Focus on attracting young people otherwise attract retirees.

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- Support live/work.
- Strongly against development along the Millennium Trail – would like to see more of a park feel.
- I support the mixing of living quarters of work if within the guidelines of the draft vision.
- Love the idea of live work.
- We need to be more inviting to potential businesses who will give employment opportunities to locals. We should protect our downtown commercial area.
- Disperse work areas.
- Plazas would give people the opportunity to work in ones neighbourhood if they were self-employed.
- Mixed living and working are good as long as they are not noisy or polluting.



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Station 4 – Shopping

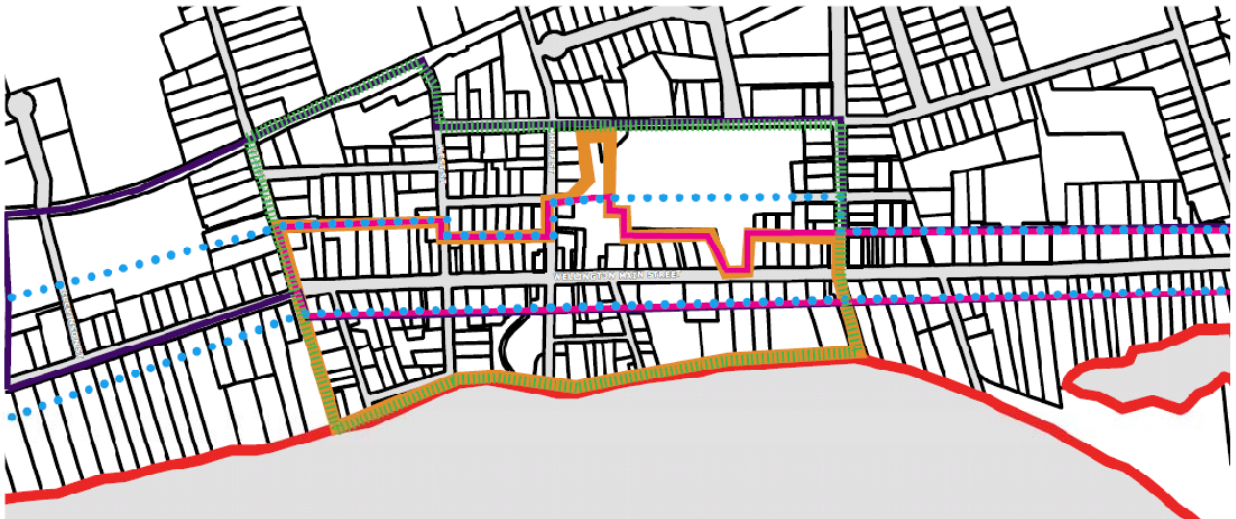
Station Summary

The proposed village core was generally accepted. However, there were six alternative boundaries proposed (see figure below).

Workbook Comments Summary

- Mixture of responses - some like the proposed core area, some want it extended east to Belleville Road or to Coral Auto, north to Niles street, and restrict the downtown core from extending south to the Lake.
- Community members were concerned with the expansion of the village core to the waterfront.
- There is an emphasis on maintaining walkability and on having parking available.
- Concern that new development may not uphold the design of existing village core area.

Additional comments from the workbooks:



- Keep shopping to downtown core.
- There is still potential for commercial growth in the existing area.
- Downtown or village core should be along Highway 33 – Consecon to County Road #2.
- Existing boundary okay except for back of Midtown Meats – property should be cut out.
- Intensify village core as depicted. Convert properties on Main Street to permit live/work, retail with housing above.
- Add a block north of Main Street or east of traffic lights.
- Keep it along Main Street.
- Restaurants by the water, store on the Main Street.
- Eff[illegible]me to Cleminson Street along Main and north of Millennium Trail.
- Core commercial should be included along Main Street from Consecon Street to Belleville Road or to Coral Auto.
- Focus on Village core.
- Yes accurate.
- Fine.

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- Residents should be able to bike or walk to shop.
- Village core might be extended to Cleminson Street.
- Boundaries are nuts.
- Boundaries look okay.
- Consecon Street to Belleville Street.
- Village core should extend to Niles.
- The retail core should not impinge on the waterfront properties. Intensification of Main Street could go north of the core development. There needs to be provision for live/work on the outskirts of this expanded area.
- Village shopping is now bigger both east and west. The core area will need to be bigger to support future growth.
- Core area should be extended to the liquor store.
- Extend the boundary, east to used car lot and south to the Lake.
- Do not try and locate all commercial activity to the core area, should be extended the whole length of Wellington.
- New infrastructure to accommodate shopping.
- Expand retail core to the north to Niles and west of Maple north west to trail and west to Consecon Street.
- Expand if necessary. Parking space is important too but only for handicapped, the rest of us can walk.
- Village core should extend from Coral Auto along Main Street to Consecon but should not project South to lake shore or north to Niles Street.
- The immediate core is west to Wharf to Library and corner [illegible] east. Do not want strip mall development.
- Everyone wants commercial limited to the core but if real growth happens the core will be destroyed and strip mall development will occur.
- Area around the liquor store should not be ignored, maybe it can be developed as some type of specialty area.
- Boundary should be extended to include the LCBO.
- Village core is accurately depicted. No strip plaza on outskirts.
- There could be two areas downtown and east of Belleville Street being a fractional size.
- Parking is difficult, more commercial development means that there has to be more parking. If converting residential into commercial and residential do not pave over front yards. Downtown development is great for those who live downtown but not for those away from the downtown.
- Like where downtown core exists presently. Sprawl occurs one small strip mall at a time. No architectural regulations on strip mall design. PEC needs to exercise architecture control over new development. It happens elsewhere it can happen here.

Station 5– Playing

Station Summary

Participants expressed support for a public pathway along the shoreline with the caveat that the land is not appropriated. The majority of respondents supported the idea of a pedestrian/cycling connection from Wellington Beach to Sandbanks Provincial Park. Residents indicated that parking areas by the Millennium Trail access points would be a good idea.

Workbook Comments Summary

- The Millennium Trail needs to have better maintenance and be upgraded.
- Wellington should have more parkland and recreation trails.

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- There should be other recreational opportunities for young people than currently exist.
1. **There are many types of parks, such as pocket parks, neighbourhood parks, and county parks. Should the County establish standards for different types of parks?**

Yes – 35
No – 21
 2. **Do you support the idea of a public path along the Lake Ontario shoreline?**

Yes – 42
No – 18
 3. **Do you support the idea of a pedestrian/cycling connection from Wellington Beach to Sandbanks Provincial Park?**

Yes – 51
No – 14
 4. **Would you use public parking areas to access the Millennium Trail if these were provided?**

Yes – 48
No – 12

Additional comments from the workbooks:

- Need other opportunities for recreation for pre-teens and teens. Need to consider facilities to park bicycles while visiting core area. Consider small “light” bridges for pedestrian only connectivity to Sandbanks.
- Create a Stanley Park north of the city – about 100 acres in size. Create a dog park.
- New development should include park land. Large existing parcels could have high density development on the edge. Some parkland could include community gardens.
- The community has ample play space.
- Parkland – take money and fix what we now have.
- Pedestrian and cycling connection from Wellington is a great concept on many levels. That trail could also connect to the Millennium Trail to create a cycling/walking network. Small community pocket parks should remain and used by local residents generally.
- Public path along the shoreline would be great; pedestrian cycling connection to Sandbanks would be great. No standards for parks.
- A connection to Sandbanks Provincial Park is not practical as the waves would knock it out.
- Skateboard park.
- Millennium Trail is underused, would be great for cycling if upgraded.
- Parks and green space can be integrated with transportation i.e. pedestrian paths, bike paths. Standards should relate to function and definitely have minimum standards. More emphasis on bicycling.
- Wellington’s parks and rec/beach areas are fantastic. Why should they be regulated? Let the available space dictate its use. Why not a skateboard park?
- New golf course with low density housing.
- Bike and walking trails threaded throughout the whole community.

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- Believe in integrated parklands, accessible for all ages.
- How will we afford a pathway to Sandbanks?
- I own 80' lot in the "town core." I am nervous about this walking trail, if I could stop it I would.
- A trail along the waterfront is not physically possible houses too close to the water. There should be guidelines and not standards for parks.
- Think more would use the trail if there were access points – currently people park their vehicles on the side of the road at trail crossings this is a safety concern, therefore I am in favour of small parking areas at access points.
- Waterfront trail is a very good idea. Improve Millennium Trail.
- Connection from Sandbanks to Wellington would be great for Wellington's economy.
- Parking near trail would be excellent in a number of areas.
- Standards should be developed for different kinds of parks' use e.g. whether washrooms are provided, no dogs, playgrounds or not.
- Public paths on as many parts of the lakefront as possible throughout the County are necessary. I prefer to walk from my house to the trail.
- Green spaces and parkland should be designated and not be left over after development occurs to be left as a percentage of development.
- Don't steal landowners privacy with a public bike trail – no expropriation. Gradually acquire properties through purchases if we are looking for a lakeshore trail. Link pathway to Sandbanks – not necessary. Do not block navigation of waterway with a bridge.
- No access to Sandbanks Provincial Park from Wellington Beach. Not pathway or public path along the lakeshore on West Lake. Keep private property private.



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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 Wellington to enhance existing areas and ensure areas developed in the future also support cycling and walking.

Workbook Comments Summary

- Comments pertaining to public transportation and the feasibility of having access to it.
- Electric cars were noted a few times.

1. Do you support the idea of formalized north-south street connections in the Village?

Yes – 48

No – 4

2. What are your thoughts on the location of the proposed north-south street connections?

- Good to continue present street grid from north to south.
- Need north south connections but keep to a minimum.
- Problem with north-south connections will the existing streets they connect to be able to handle the increased traffic? For example, Belleville Road
- Look good.
- North south is natural and predictable.
- Unworkable.
- Not all streets can be easily connected for car traffic. Only those wide enough already should be used for cars. Others could be connect3ed for bikes, pedestrians, etc.
- I like what you proposed.
- Wellington street layout lends itself to easily tying its north/south streets to any development to the north. Ease of access is critical to keeping our downtown core intact. East west streets could be improved to ease traffic in the downtown in the future.
- Good idea needs to keep streets with unique characteristics in mind (Wharf Street above Niles).
- Proposed north-south connections look good.
- Future development should be based on straight line roads.
- Proposed location looks okay.
- Yes!
- Too many connections proposed.
- Appears to be planned to a specific development; do not consider prime ag.
- Present connections should be preserved wherever possible.

3. Do you have any other suggestions for north-south street connections?

- Make the connections as pedestrian and bike friendly as possible
- No straight streets, avoid speeders. Roundabouts with green centers to keep future busy intersections safe.
- Never allow Highway 33 to bypass downtown area.
- Keep traffic on Main Street.
- Prince Edward Drive connecting to east to west?

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- Need to ensure well thought out connections from all directions.
- Join to existing north-south roads.

4. What is your opinion of the proposed east-west street connection north of the Millennium Trail?

- An east-west corridor will encourage leap-frog development on farmland; not needed.
- Need some east-west connections but keep to a minimum.
- East-west connection needs to be closer to the Millennium Trail, say adjacent to cemeteries and a second one in the north.
- Expand the sidewalks and reduce traffic.
- I support a need for east-west.
- In favour.
- East west connection north of the trail should be mandatory for any developments.
- Needed for growth.
- Feel we need more of an east-west flow north of the trail. Do not support a flow through street within Wellington on the Lake adjacent to golf course. Think the connections are dependent on development. If new development is allowed to sprawl roads will be different.
- Will be needed in the future.
- Good idea.
- No to east-west connections.
- East-west looks good would help for detours/emergencies.
- Definitely need an east-west connection from Prince of Wales Drive to County Road #2. Niles Street is now an alternate east-west with high volume of traffic through a school zone.
- Need to be able to access downtown from all directions with minimum disruptions to current plan.
- Should exist as by-pass in emergencies.
- Safety is a huge issue.
- Located too far north.
- Should be incorporated into future development; not arbitrary.

5. What is your opinion of the active transportation (walking, cycling, wheelchair, etc.) network?

- Encourage bicycle travel and safety.
- Encourage bicycles, walking, scooters
- More bicycle paths.
- A very good idea to have an east-west bike path or walking trail on or beside the Millennium Trail to facilitate biking, walking or golf-cart electric vehicle path.
- Active transportation network is a great idea.
- Should be fully developed.
- Please provide as many bike paths as possible along roads in the village.
- Walking and cycling trails are essential to attracting people who wish to access services without drivers.
- Excellent.
- Need bikelanes and sidewalks.
- More walking paths.
- Needed.
- Looks good.

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- Wharf and West streets would be good for walking/biking.
- Would like active cycling paths.
- More walking paths.
- All new commercial should accommodate pedestrians and cycling.
- When the time comes to develop north of the Millennium Trail yes to pedestrian and cycling infrastructure.
- Should be safe for use by walkers, cyclists, wheelchairs, etc.
- Should first improve safety for wheelchairs users in village area; safety is a big concern.
- Our clean air should be enjoyed as many as possible, therefore we should have non-motorized areas.
- Need better sidewalks.
- Active transportation network needs drastic improvement.
- Not enough east-west connections.
- In new developments could create a dedicated active transportation network that is not dependent on sharing the road.
- Create a safe separation between road users.

Additional comments from the workbooks:

- Encourage an auto-free community to protect our future. How about a bus that looks like a trolley?
- Maintain Millennium Trail better.
- Need to improve conditions of the Millennium Trail.
- Can we afford a trolley?
- Do not make it too easy to get around; need to encourage pedestrian traffic.
- Plug in for electric cars.



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Station 7 – Community Identified Catalyst Sites

Station Summary – read comments below.

1. What uses would you support on these two sites?

Midtown Meats

- Small Shopping Mall (9)
- Mixed residential and commercial (8)
- Parking (7)
- Farmers Market (6)
- Seniors Apartments (5)
- Apartments x 5
- Commercial/Business (5)
- Seniors Home/retirement (3)
- Mix of high density housing and shops (3)
- Housing/residential (2)
- Good as a town meeting place, cafes, benches.
- A vibrant live/work area.
- Pro-retail, pedestrian walk.
- Would like retail concourse with upper level professional offices and or apartments.
- Mixed res'/and retail and park – with bridge over Rage Creek – perhaps remove ... Gill building to meld development together. More buildings – different levels with views to street and lake.
- Village square with shops and apartments above
- Pubs
- Park with benches
- Mosaic or Eco Centre
- High end retail condo development. Use of stone and courtyard. Old English or Scottish designs
- Mews style (Lothian Mews Toronto)
- Green space
- Retail and restaurants – big trucks have too much difficulty getting in here and should be elsewhere
- Heritage look to business and housing
- Live/Work homes, English village design with stores, walkways etc., some accommodation, i.e. small Inn
- Open market

Wellington Arena

- Seniors Home/retirement/nursing home (11)
- Senior Housing – Apts/condos (11)
- Residential – (5)
- High density residential (4)
- Farmers market (3)
- Community garden (3)
- Shopping– residential (2)
- Open square (2)
- Commercial- shopping or other (2)
- Recreation pool (2)
- Recreational (2)

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- Mixed residential and commercial (2)
- Theatre
- Industry
- Low industry
- Single family homes - Semi Row housing (affordable)
- Recycle/.... Residential, business and public use areas for former arena
- All business should reflect small/village/town sizes
- Community garden for sustainable living
- Mixed residential and commercial - Community square feeling
- Artisan Park
- Outdoor entertainment
- Outdoor rink
- Remain County property
- Skateboard park for arena replacement
- Park
- Post secondary – mun give building free
- Curling club
- Condos
- Grocery store

2. What uses would you not support on these two sites?

Midtown Meats

- Industrial (12)
- No Tim Horton's or drive through shopping (4)
- Recreational
- Residential single family

Wellington Arena

- Do not use for County.
- No municipal garage or service building.

Additional comments from the workbooks:

- Another catalyst site is the Town Hall – need to open up the second floor to use as a dance studio, artist workshop, or small theatre.
- Midtown meats property is a true catalyst. County should secure the land and find a third party to develop to our design but must be financially viable for developer. The right design will be a draw in itself, something Wellington lacks. Watch the price point but do not develop on the cheap side.
- Midtown Meats – retail, not residential. Arena residential.
- Both sites should be developed for retail commercial purposes.
- Midtown Meats – seniors residence.
- Midtown Meats should be a shopping mews.
- Midtown Meats – small boutiques with living space above.
- Midtown Meats – affordable housing geared to seniors.
- Midtown Meats – retail mall, small offices
- Arena – recreational parks and playground
- Arena – full service seniors retirement home
- Midtown Meats – boutique like shops and parking

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- Midtown Meats – parking.
- Arena – can be designated as commercial so the core can shift to the north as development will be built north of the Millennium Trail.
- Midtown Meats – pub and shopping area. No not want single family residential; want mixe of housing. Arena – want commercial or employment.
- Midtown Meats – not industrial. Support apartments or affordable units.
- Arena – community garden and recreation use.
- Arena – convert to medium density residential.
- Arena – high density residential.
- Arena – do not use arena for county storage/garage etc.
- Midtown Meats – allow development of multi-use commercial/retail/industrial units.
- Midtown Meats – create mixed-use commercial main floor, small greenspace, parking and condominiums on second and third floor.
- Midtown Meats – No industrial.
- Midtown Meats – parking and park along the creek.
- Arena – Would love to see a theatre. Midtown Meats – infill with retail. Create a pedestrian walkway along creek with park feel.
- Arena – community pool.



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Station 8 – Urban Design

1. What should new commercial development in the Village core area look like?

Consider the following:

- Building height (how many storeys);
- Building materials (brick, stone, wood); and
- Building design (architectural style).

Building Height	Votes
One Storey	0
Two Storeys	13
Three Storeys	20
Four Storeys	6
Five Storeys	2

Building materials:

There was general consensus that overall the building materials should be complimentary to existing buildings and also consider the natural materials available in the area.

2. What should new residential development look like?

Consider the following:

- Building height (how many storeys);
- Building materials (brick, stone, wood);
- Front-yard setbacks (close to street, setback from street);
- Garages (in the front or in the back);
- Building orientation (aligned with street, aligned to maximize solar gain); and
- Front porches.

Building Height	Votes
One Storey	0
Two Storeys	11
Three Storeys	12
Four Storeys	2
Five Storeys	2
Six Storeys	1

Building materials:

There was general consensus that overall the building materials should be complimentary to existing buildings and also consider the natural materials available in the area.

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Setbacks	Votes
Close to street	9
Setback from Street	8
Garages	
In the front	0
In the back	21
Building Orientation	
Aligned with Street	7
Aligned to maximize solar gain	5
Front porches	
Yes – support having them	16
No – do not support having them	0
Optional	2

3. 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.

Housing Mix	Votes
Mixed on the same street	22
Grouped together on a separate street	8

Additional comments from the workbooks:

1. Develop theme for development.
2. Look to European cities to incorporate Gregorian design.
3. Leave design up to the lot owner/developer to decide.
4. Designs should be compatible with existing downtown buildings in Wellington. Residential styles should not be controlled; diversity makes the community more interesting.
5. The housing objective should be affordability. Provide a mix of housing in Wellington.
6. Variety of housing – ecologically friendly.
7. No higher than what is presently on Main Street.
8. Design on the south side of Main Street should leave open space to leave open space to leave a view of the lake and waterfront.
9. Do not control height as this limits density.

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10. Creating too many standards kills innovative design.
11. Maintain commercial buildings to the era that established it circa 1800s.
12. Emphasis should be to develop both residential and commercial buildings to reflect a particular period, i.e. Edwardian or Victorian.
13. New buildings should be energy efficient and reflect the overarching goal of being a sustainable community.
14. Fewer storeys in new developments that cater to seniors.
15. Encourage high design standards by registered architects (OAA) and landscape architects.



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

Station 9 – Areas North of the Millennium Trail

Station Summary

Community members generally expressed interest in seeing more residential (11) low density residential (10), mixed housing (6), parkland and trails (11), a golf course (9), agriculture (14) and viticulture (3) in the area north of the Millennium Trail. Community members did not want to see residential (10), golf course (11), wind farm (10), industrial (6), and commercial (5). Many of the comments in response to the ACRE question did not directly address the question. However, many of the concepts noted in this question are in line with our thoughts for the development of the areas north of the Millennium Trail.

1. In your opinion, for what uses should the lands north of the Millennium Trail be developed in the future? What uses should not be developed here?

Like to see:

- Agriculture (14)
- Residential (10)
- Low Density Residential (9)
- Parkland/Greenspace (8)
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- Mixed Housing (6)
- Affordable Housing (1)
- Seniors Housing/Area (1)
- Golf Course (9)
- Acre (4)
- Community Theatre/Performing Arts (3)
- Commercial (3)
- Viticulture (3)
- Recreational/Pathways (3)
- Governmental (1)
- Industrial (1)
- Employment/Jobs (1)
- Gas Station (1)
- Farmer's Market (1)
- Wind Farm (1)
- Eco-Centre sponsored by Infrastructure Ontario
- Develop Last

Not like to see:

- Golf Course (11)
- Wind Farm (10)
- Residential (10)
- Industrial (6)
- Commercial (5)
- Pig/Hog Farms (3)
- Solar Farm (2)
- Viticulture (2)
- Retail
- No Live/Work.
- Agriculture mixed w/ residential.

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- No artisan development through taxpayer funding.

2. What do you think about the County's A Creative Rural Economy (ACRE) Green Community concept?

- Leave for agriculture.
- Keep our Town's footprint small.
- Stop urban sprawl.
- No golf course.
- Protect farm land.
- More trees.
- No to solar farms.
- No to wind farms.
- Not Silicon Valley.
- Theatre.
- Strictly residential (single, semis, apartments, seniors).
- Golf Course okay.
- No Industrial.
- I do not like the County staff vision nor do I understand.
- Separate residential from Industrial/Commercial.
- I like the ACRE green community concept.
- High quality low/medium density housing with Golf Course.
- Keep as agricultural land as much as possible.
- Could still use this with old town line farms to develop ag-related business successfully.
- Should be developed as residential.
- Creative rural economy should integrate sustainability in its plan. It is clearly the path forward to a healthy economy and I support the goals entirely.
- Greenhouses and land used for group food for local use.
- Live work is a good idea 'cottage industry', self employed, entrepreneurship, home offices.
- Farm land within the urban zone should be conserved for agricultural priorities or if development is to occur transfer the top soil.
- Put industrial designation on northerly area along swamp.
- Put high density designation on land just north of Millennium Trail.
- Take into account the fact that most of the wineries are in Hillier we need a Viticulture Centre north of Wellington.
- I like the idea of Acre but wonder if the creative community would prefer to be located in Picton.
- Leave alone and develop last if at all.
- Sustainable business and industrial that will provide year round employment.
- Excellent if you can control to the level required.
- Not a senior's only area.
- Make developer go as far as % based mixture.
- ACRE should be in centre of town not above Millennium Trail.
- Wind Farms.
- Local food production.
- Live/Work/Play area.
- Seniors development community.
- Create gorgeous parkland.
- ACRE should be ancillary to traditional economy.