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Loyalist Township

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Subject: **Amherstview West Secondary Plan**
Future Development Area Options – Evaluation Memo

Date: July 16, 2024

1 Introduction

Loyalist Township is currently undertaking a Secondary Plan for Amherstview West. The Secondary Plan will provide a policy and implementation framework to guide the extension of the existing community of Amherstview to the west, to accommodate future growth and development for the next 25 years to the year 2046. It will consider future needs and priorities for the new community, including protection of the natural environment, housing types, urban design, community amenities, and transportation, including active transportation.

The Secondary Plan has been developed in coordination with the Township's Infrastructure Master Plan which will address water and wastewater servicing for Amherstview West and was recently completed and approved on June 11, 2024. The Secondary Plan and Master Plan are following an integrated Planning Act and Municipal Class Environmental Assessment (MCEA) process in accordance with Section A.2.9 of the Municipal Engineers Association's (MEA) Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011, 2015 & 2023), Master Plan Approach #2.

Three (3) concept options were prepared for Amherstview West to illustrate proposed land uses, transportation, and servicing options for the Secondary Plan study area within the 25-year planning horizon. These concepts were developed in coordination with Loyalist Township staff and from input received from a Technical Advisory Committee, Coordinating Committee, and the community. An evaluation of the three (3) land use concept options was undertaken to determine a Preferred Option, taking into consideration comments received from the above-noted stakeholders. The Preferred Option will be brought forward in the Secondary Plan as the final Land Use Plan for the Amherstview West community, and will provide land use and policy direction for the 25-year planning horizon.



To document the MCEA Master Plan process followed as part of the Secondary Plan development, a Master Plan Environmental Study Report (ESR) will be prepared to provide a record of the decision-making process. The ESR will include a description of the problem / opportunities identified; the development and evaluation of the preferred solutions within the 25-year planning horizon; the development and evaluation of the preferred designs; a description of environmental conditions and impacts, including mitigation measures; a summary of the consultation process followed; and commitments to future work in the next stage of design.

In early 2022, the Township and Secondary Plan project team held a series of meetings with the Technical Advisory Committee, Coordinating Committee, development community, major landowners in the Secondary Plan Area, and the community to present an update on the Secondary Plan project and the three (3) draft land use concepts. Following these meetings, landowners and members of the development community raised concerns with respect to the development constraints applied to the draft land use concepts and expressed a desire for additional information and direction for lands proposed to be designated as Future Development Area as part of the Secondary Plan. These lands include areas where development may occur beyond the 25-year planning horizon of the Secondary Plan and are located outside of the lands proposed to be developed within the 25-year horizon.

In order to determine the future uses of the Future Development Area, Loyalist Township requested that WSP to undertake the development of high-level conceptual options for the Future Development Area. The development of the high-level conceptual options for the Future Development Area has been undertaken as a separate assignment as part of an approved scope change in July 2022. Further, as requested by Loyalist Township staff, additional traffic impact analysis of the preferred Future Development Area Option was requested as part of an approved scope change in March 2024, which is discussed in **Section 5** of this Memo.

1.1 Purpose of this Evaluation Memo

The purpose of this Evaluation Memo (Memo) is to present three (3) high-level conceptual options for the Future Development Area (i.e., lands where development is anticipated to take place beyond the 25-year planning horizon) in Amherstview West, that were developed at an in-person Community Workshop held on September 30, 2023 (further discussed in Section 2.1 – Future Development Area of this Memo), as well as from input from Loyalist Township staff and the Technical Advisory Committee and Coordinating Committee for the project.

The final Future Development Area Plan will be included as an Annex to the Secondary Plan and will not form policy, rather it will be intended to be included as information for municipal staff and landowners in the development of Amherstview West beyond 2046.

It is noted that the Future Development Area options will not be assessed under the MCEA process, as development in this area is anticipated to take place beyond the 25-year horizon for



the Secondary Plan. A future Official Plan Amendment with accompanying studies, as will be described in the Secondary Plan would still be required to permit future development of these lands, as well as an MCEA process to obtain approval under the Environmental Assessment Act for the road and servicing requirements.

The following sections provide an overview of the Future Development Area options developed and evaluation process followed in order to determine a preferred option for the Future Development Area in Amherstview West.

2 Future Development Area

As noted, three (3) conceptual options were prepared for the Future Development Area based on community input from September 30, 2023 Community Workshop, as well as input from Township staff, the Technical Advisory Committee, and Coordinating Committee.

2.1 Visioning for the Future Development Area

A Community Workshop was held in-person at the Amherstview Community Hall at 177 Upper Park Road in Amherstview from 10 am to 2 pm on September 30, 2023. The purpose of the Workshop was to obtain input and ideas from members of the community on a vision for a Main Street in Amherstview West, as well as for the development of the Future Development Area options.

Using activity workbooks, workshop participants were placed into small groups and prepared concept plans (**Figure 2-1**) for the lands proposed to be designated as Future Development Area using a set of parameters provided by the project team (e.g., park requirements, siting of a new elementary school as requested by one of the local school boards).

Workshop participants then had the opportunity to present their concept plans to the group at the conclusion of the activity. The themes from the concept plans prepared by members of the community are summarized in **Table 2-1**.

An “As We Heard It” Report summarizing the workshop inputs and outcomes is included in **Appendix A** to this Memo.



Figure 2-1: Future Development Area Concept Plans prepared by Workshop Participants

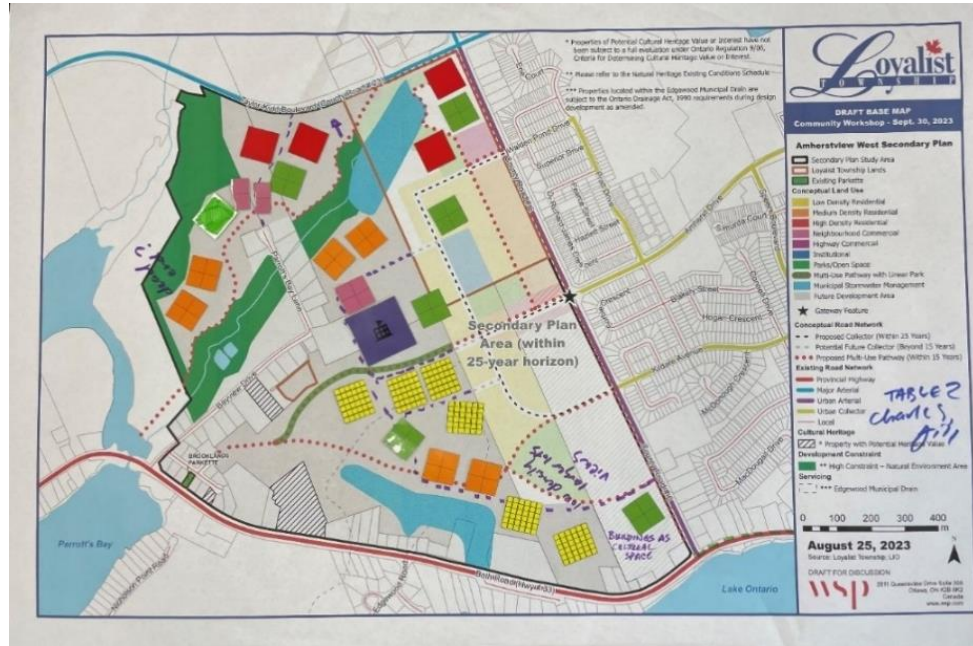


Table 2-1: Summary of Feedback Received through the Future Development Area Visioning Activity

Theme	Community Comments
<p>Land Use</p>	<ul style="list-style-type: none"> • Support for a new elementary school to be located central to the Secondary Plan Area and adjacent to parks and open space to permit shared programming and parking areas, with access to a main road. • General support for lower density residential uses to be sited further west to allow for a transition from the Main Street to existing residential properties on Parrott's Bay Lane, Bayview Drive, Brookland Park Drive, Bath Road / Highway 33. • Suggestion for lower density residential uses to be located at the south side of the Secondary Plan Area (i.e., larger residential lots) and higher density uses to be located in the north to maintain views of Lake Ontario. • Consideration for seniors' housing in Secondary Plan Area. • Recognition of importance of Parrott's Bay Conservation Area to the community and area. • Interest in having part of Loyalist Acres Farm maintained and celebrated beyond the 25-year planning horizon.



Theme	Community Comments
Traffic and Circulation	<ul style="list-style-type: none">Suggestion for there to be an additional access located from County Road 6 and Bath Road (Highway 33) to accommodate population and development growth, as well as future school traffic circulation beyond the 25-year planning horizon.

The input received helped inform preparation of the three (3) conceptual options for the Future Development Area.

2.2 Options for the Future Development Area

The following sections provide an overview of each of the three (3) conceptual options prepared for the Future Development Area, based on input received at the Community Design Workshop on September 30, 2023, and high-level land use assumptions provided to workshop participants at that time. Option 1, Option 2, and Option 3 are illustrated in **Figure 2-2**, **Figure 2-3**, and **Figure 2-4**, respectively. An evaluation of the options is included in **Section 3** of this Memo. At a high level, all three (3) concepts illustrate land uses for the Future Development Area in Amherstview West beyond 25 years. The concepts also include a proposed Future Collector Road network, showing connections and access points to roads around the Secondary Plan Area.

It is stressed that future land needs and growth projections beyond 25 years for the Amherstview West Secondary Plan Area, including the Future Development Area, are unknown at this time. While proposed land uses have been included as high-level conceptual options based on input received from the community at the workshop, and from assumptions identified at the time of writing of this Memo, the Township may adjust these land uses in the future based on requirements as they emerge over the long-term. The final Future Development Area Plan will not be included as policy in the Amherstview West Secondary Plan. Rather, it is the intent of the final Future Development Area Plan to provide high-level direction to municipal staff and Secondary Plan Area landowners beyond the 25-year horizon, while also maintaining a degree of flexibility regarding land use and the needs in the long-term.



Figure 2-2: Future Development Area Option 1

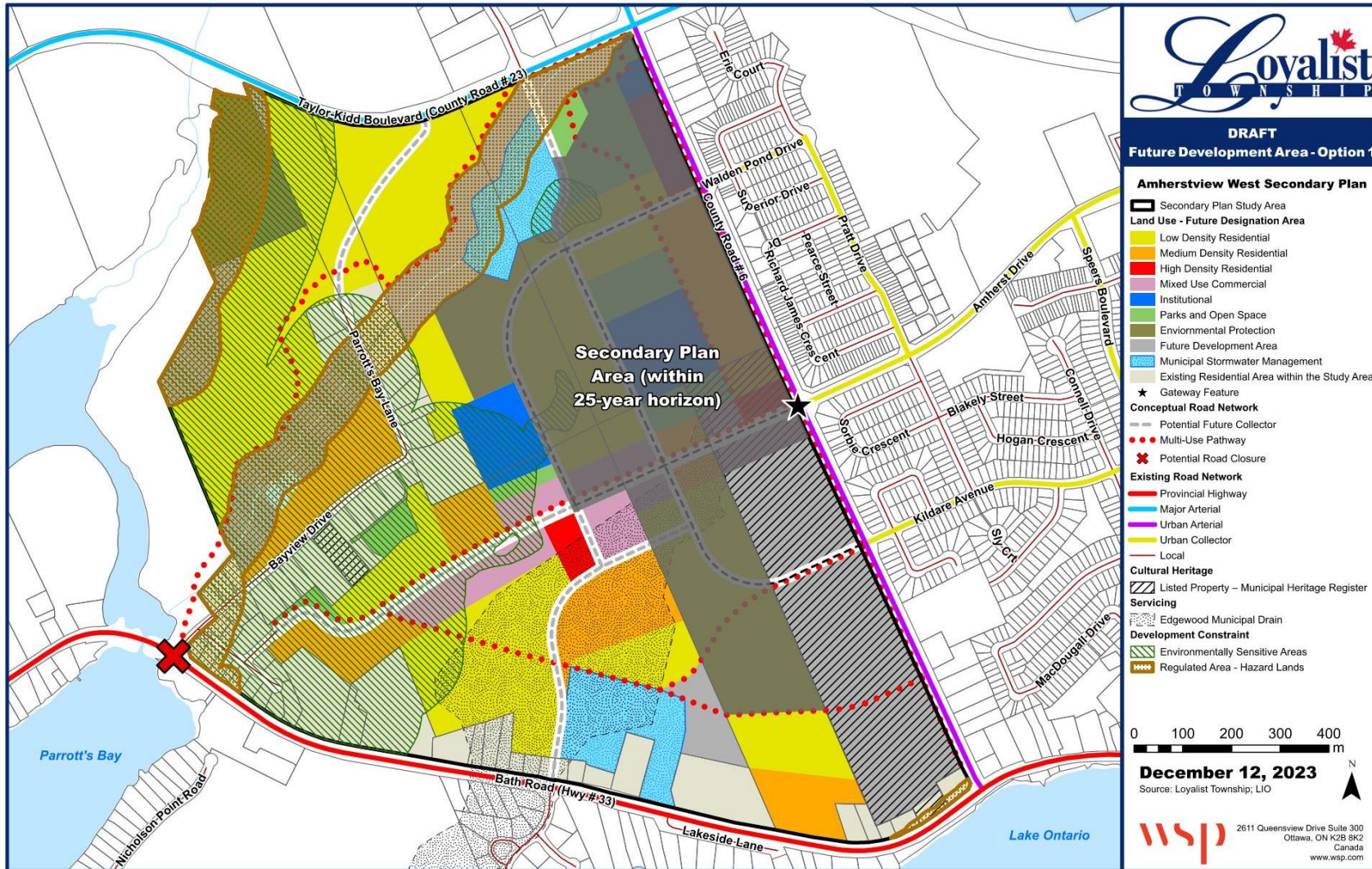




Figure 2-3: Future Development Area Option 2

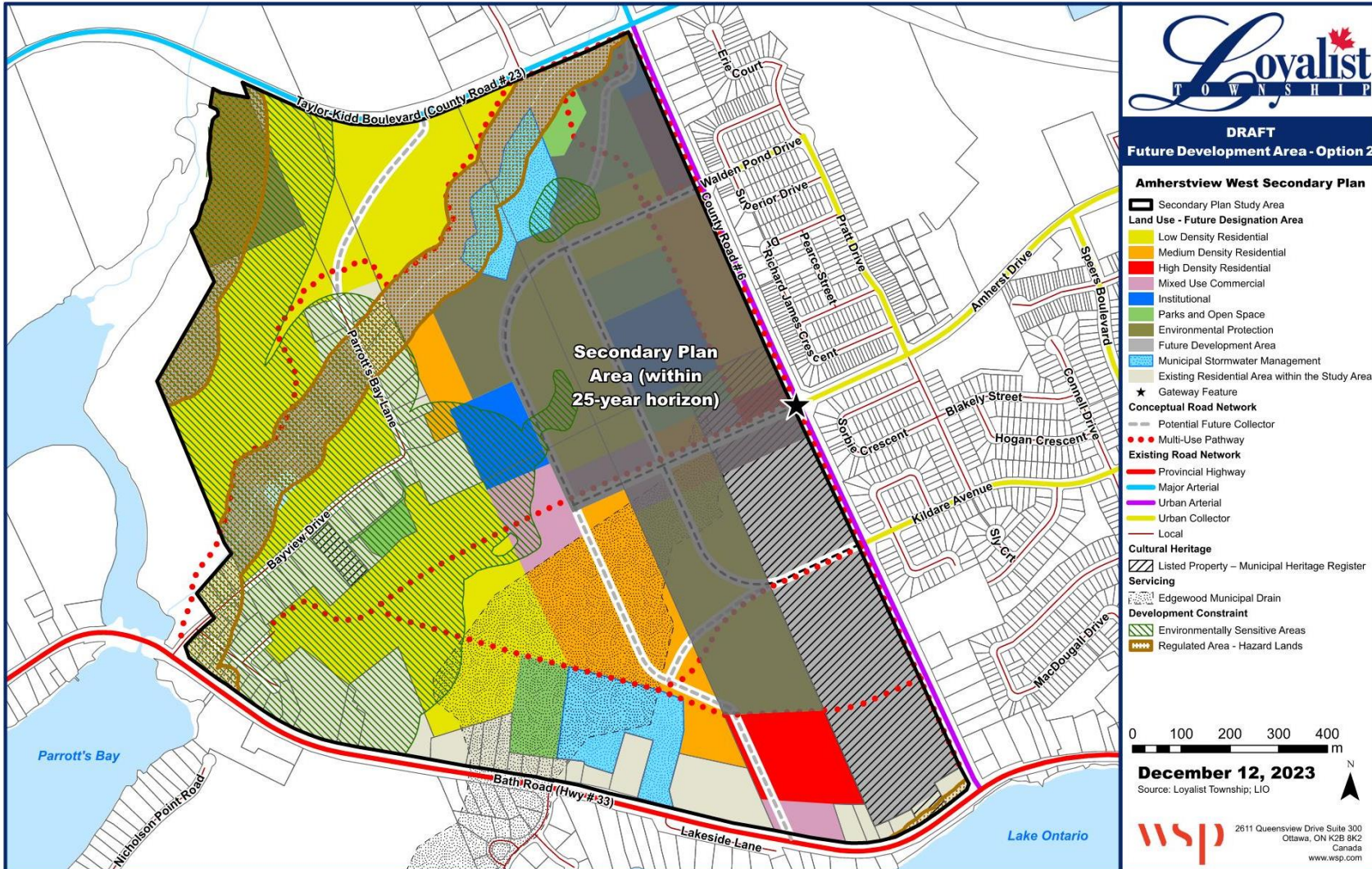
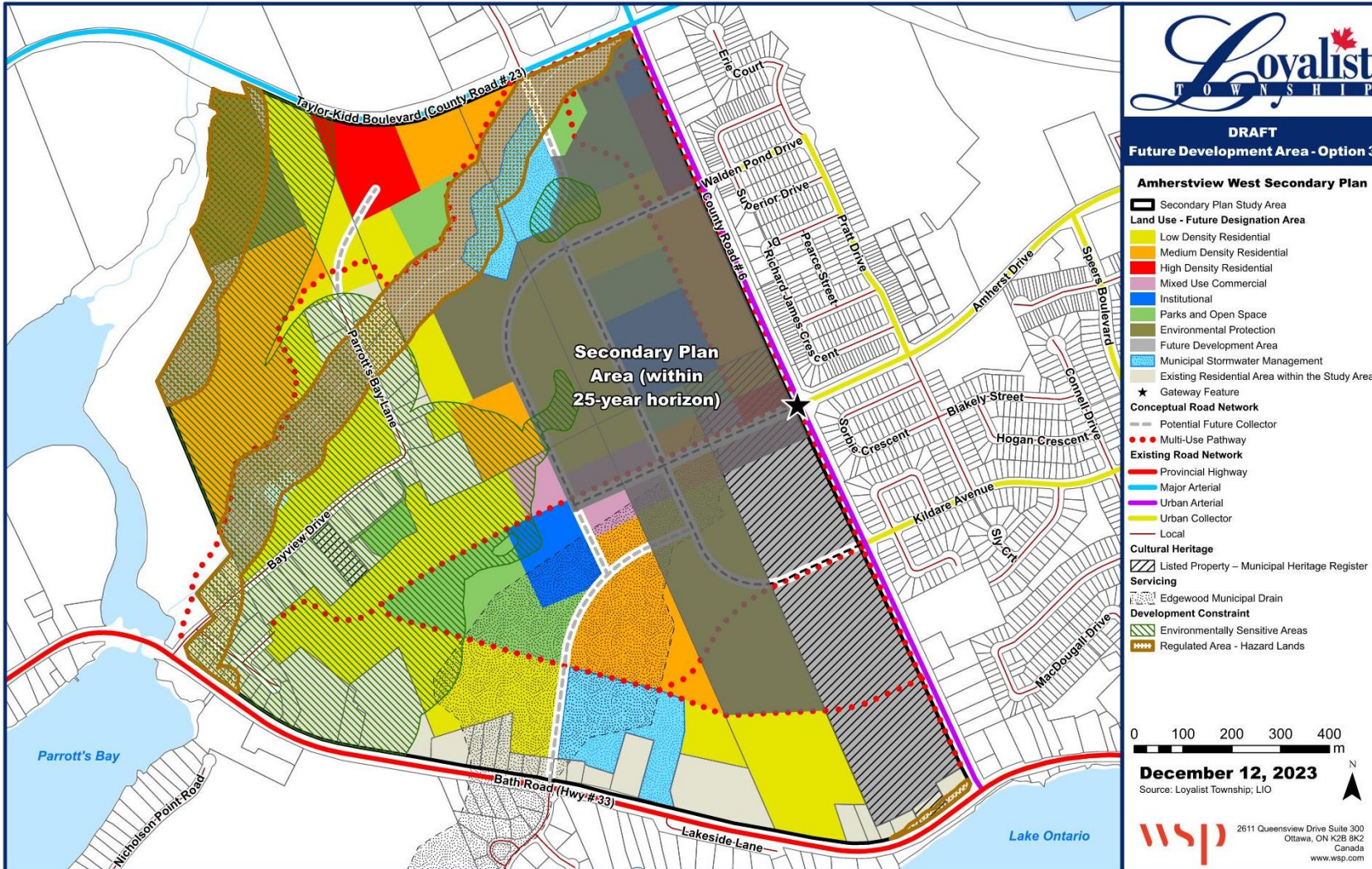




Figure 2-4: Future Development Area Option 3





2.2.1 Option 1

Future Development Area Option 1 (**Figure 2-2**) is summarized as follows:

- 1 As requested by Loyalist Township staff, Option 1 shows the potential future closure of Bayview Drive as a vehicular access from Bath Road (Highway 33), as staff have noted existing sightline concerns at this intersection. It is our understanding that this closure would be contemplated in the long-term beyond the 25-year Secondary Plan horizon and this option requires additional technical study by Loyalist Township and consultation with the Ministry of Transportation (MTO) and the public.
- 2 Future Collector Road connection across the Lost Creek watercourse to connect to Taylor-Kidd Boulevard (County Road 23), opposite Loyalist East Business Park. This would require a new access from Taylor-Kidd Boulevard (County Road 23).
- 3 Amherst Drive would be extended further west in the Secondary Plan Area to connect to Harrow Court. Parrott's Bay Lane is shown as extended to connect to Taylor-Kidd Boulevard (County Road 23).
- 4 New access to Bath Road (Highway 33) in the south as an alternate entrance to the Secondary Plan due to the potential closure of the Bath Road (Highway 33) / Bayview Drive intersection.
- 5 A continuation of the urban main street (i.e., Amherst Drive extension) is shown moving westward, with Mixed Use Commercial, Medium Density Residential, and High Density Residential areas following this extension. Low to Medium Density Residential areas are predominantly located in the western portion of the Secondary Plan Area around the existing residential areas on Parrott's Bay Lane / Bayview Drive. A new elementary school, as requested by one of the local school boards (Algonquin and Lakeshore Catholic District (ALCDSB)), is sited in close proximity to the Amherst Drive extension.

It is noted that items #1 and #3 (i.e., new entrances from Taylor-Kidd Boulevard opposite Loyalist East Business Park and from Bath Road (Highway 33) opposite Edgewood Road have been previously discussed with Township staff, and representatives from the Ministry of Transportation and County of Lennox and Addington, who participate in the Technical Advisory Committee.

2.2.2 Option 2

Future Development Area Option 2 (**Figure 2-3**) is summarized as follows:

- 1 Parrott's Bay Lane extended to Taylor-Kidd Boulevard (County Road 23).
- 2 Additional entrance into Secondary Plan Area from the intersection of County Road 6 and Taylor-Kidd Boulevard (County Road 23) as suggested by members of the community at the Community Design Workshop. It is noted that the County of Lennox and Addington has



plans to convert this intersection (currently a 4-way stop) to a roundabout in the short-term. This Collector Road would route north-south through the Secondary Plan Area, and add an additional entrance from Bath Road (Highway 33). The Kildare Avenue extension would connect this Collector Road at the northeast corner of the proposed municipal stormwater management facility, north of Bath Road (Highway 33).

- 3 Medium to High Density Residential areas are proposed to be located around the Future Collector network central to the Secondary Plan Area. Mixed Use Commercial lands are proposed to be sited at the terminus of the Amherst Drive extension and abutting the future ALCDSB elementary school. Per suggestion from the community at the Design Workshop, High Density Residential and Mixed Use Commercial is shown in the south by Bath Road (Highway 33) as there was interest to include options for seniors' apartments, or housing in close proximity to Lake Ontario and commercial services. Low Density Residential areas are shown in the western portion of the Secondary Plan Area as a continuation of the existing residential uses along Bayview Drive / Parrott's Bay Lane.

2.2.3 Option 3

Future Development Area Option 3 (**Figure 2-4**) is summarized as follows:

- 1 Parrott's Bay Lane extended north to service future potential development in the northwest corner of Amherstview West.
- 2 Future Collector Road connection across Lost Creek watercourse to connect to Taylor-Kidd Boulevard (County Road 23), opposite Loyalist East Business Park. A new access would be required from Taylor-Kidd Boulevard (County Road 23).
- 3 The Collector loop at the centre of the Secondary Plan Area would continue south and connect to an additional Collector route, which commences at the main north-south Collector Road planned within the 25-year horizon. This road would extend to Bath Road (Highway 33), opposite Edgewood Road.
- 4 Mixed Use Commercial lands are proposed to be sited at the terminus of the Amherst Drive extension and abutting the future ALCDSB elementary school. A larger Parks and Open Space Block is proposed adjacent to the school site. High and Medium Density Residential are proposed in the northwest corner of Amherstview West by the Parrott's Bay Drive extension. Potential for a local road connection to the Future Collector Road proposed to connect to Taylor-Kidd Boulevard (County Road 23). A mix of Low and Medium Density Residential are shown in the west.

It is noted that items #2 and #3 (i.e., new entrances from Taylor-Kidd Boulevard opposite Loyalist East Business Park and from Bath Road (Highway 33) opposite Edgewood Road) have been previously discussed with Township staff, and representatives from the Ministry of Transportation and County of Lennox and Addington, who participate in the Technical Advisory Committee.



3 Evaluation

A high-level evaluation (**Table 3-1**) was undertaken by WSP of the three (3) Future Development Area options using a qualitative assessment to identify the advantages and disadvantages of each option. As previously noted, these options were evaluated independently of the MCEA process being undertaken for the current Secondary Plan and Master Plan process, as development is not anticipated to take place in the Future Development Area within the 25-year horizon for the Secondary Plan. As such, the evaluation of the Future Development Area options were not undertaken following an MCEA process. A future Official Plan Amendment with accompanying studies, as described in the Secondary Plan would still be required to permit future development of these lands, as well as an MCEA process to obtain approval under the Environmental Assessment Act for the road and servicing requirements.



Table 3-1: Evaluation of Future Development Area Options

Discipline	Option 1		Option 2		Option 3	
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
Land Use	<ul style="list-style-type: none"> No development proposed in the Environmental Protection designation. Technical studies (i.e., EIS, Geotechnical Report) would be required for development in the Environmentally Sensitive Areas and Hazard Lands overlay. Additional lands provided for Mixed Use Commercial, which would strengthen the vision for the Amherst Drive extension as an urban 'main street'. Continuation of Amherst Drive extension provides additional opportunity for Medium to High Density Residential uses along Collector Roads. 	<ul style="list-style-type: none"> Smaller park areas provided in the Future Development Area, rather than one larger community park which is not preferable as per the Township's Parks and Recreation Master Plan. The addition of Mixed Use Commercial areas in a westerly direction may not be perceived as compatible with existing residential areas. 	<ul style="list-style-type: none"> No development proposed in the Environmental Protection designation. Technical studies (i.e., EIS, Geotechnical Report) would be required for development in the Environmentally Sensitive Areas and Hazard Lands overlay. Medium to High Density Residential lands sited away from existing residential areas. Generally, Low Density Residential is continued westward, which is supportive of the Township Official Plan, Policy 5.7.1.3(a) which addresses compatibility between different housing types and densities. 	<ul style="list-style-type: none"> Larger Parks and Open Space area proposed in the south adjacent to SWM facilities. May provide sightline opportunities to Lake Ontario, but not as centrally located. 	<ul style="list-style-type: none"> No development proposed in the Environmental Protection designation. Technical studies (i.e., EIS, Geotechnical Report) would be required for development in the Environmentally Sensitive Areas and Hazard Lands overlay. Larger areas for Parks and Open Space to serve community at full build-out of Amherstview West. Central Parks and Open Space Block proposed centrally and adjacent to future school. Opportunity identified for a mix of Low, Medium, and High Density Residential north of Parrott's Bay Lane, in close proximity to the existing Loyalist East Business Park. Generally, higher density residential 	<ul style="list-style-type: none"> Option 3 shows the least amount of added Mixed Use Commercial lands.



Discipline	Option 1		Option 2		Option 3	
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
					lands are sited away from existing residential properties, which is supportive of the Township Official Plan, Policy 5.7.1.3(a) which addresses compatibility between different housing types and densities.	
	Most Preferred		Least Preferred		Preferred	
Ecology	<ul style="list-style-type: none"> Majority of southern road network is located in 'Minimal Constraint' natural heritage areas. Environmental Protection designation to be maintained for lands owned by CRCA. 	<ul style="list-style-type: none"> Minor road network through 'High Constraint' natural heritage areas. Additional watercourse crossing required across Lost Creek to Taylor-Kidd Boulevard (County Road 23). Minor road network through 'Moderate-High Constraint' natural heritage areas. 	<ul style="list-style-type: none"> Majority of southern road network is within 'Minimal Constraint' natural heritage areas. Proposed road network avoids any additional watercourse crossings. Environmental Protection designation to be maintained for lands owned by CRCA. 	<ul style="list-style-type: none"> Moderate road network through 'Moderate' and 'Moderate-High Constraint' natural heritage areas. 	<ul style="list-style-type: none"> Majority of southern road network is in 'Minimal Constraint' natural heritage areas. Environmental Protection designation to be maintained for lands owned by CRCA. 	<ul style="list-style-type: none"> Minor road network through 'High Constraint' natural heritage areas. Additional watercourse crossing required Lost Creek to Taylor-Kidd Boulevard (County Road 23). Minor road network through 'Moderate Constraint' natural heritage areas.
	Preferred		Most Preferred		Least Preferred	
Transportation	<ul style="list-style-type: none"> Multiple southern access points to distribute traffic throughout Amherstview West. 	<ul style="list-style-type: none"> Amherst Drive extension may allow cut-through traffic to Bayview Drive. 	<ul style="list-style-type: none"> No internal connection to Bayview Drive, which will reduce potential for cut-through traffic. 	<ul style="list-style-type: none"> Northeast Collector link will add a fifth leg to the future CR6 / Taylor-Kidd (County Road 23) roundabout – 	<ul style="list-style-type: none"> New Bath Road access is proposed more than 800 m away from CR6 intersection and is spaced 	<ul style="list-style-type: none"> Existing sightline issues at Bayview Drive intersection with Bath Road – may need to be reviewed if this is the



Discipline	Option 1		Option 2		Option 3	
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
	<ul style="list-style-type: none"> Proposed multi-use paths (MUP) follow roads or intersect perpendicular, which may be easier to manage by Township Parks and Recreation / Facilities. New Bath Road access is proposed more than 800 m away from CR6 intersection and is sufficiently spaced to allow a signal if required. 	<ul style="list-style-type: none"> Alignment of south Collector Road may encourage cut-through traffic between Bath Road and CR6. Curve in Kildare Avenue extension may be difficult to tie this road alignment into implementation. 	<ul style="list-style-type: none"> Close spacing of north-south Collector Road to CR6 will reduce potential of cut-through traffic. 	<ul style="list-style-type: none"> potential to require significant additional property and full redesign to accommodate a 5-leg roundabout. Northwest Collector will add more traffic to Parrott's Bay Lane and Bayview drive which may be undesirable for current residents. Creates potential for cut-through traffic from Taylor-Kidd Boulevard to Bath Road (Highway 33). Northwest Collector Road intersects Taylor-Kidd Boulevard (County Road 23) near a curve, which is not ideal for sightlines. Southern connection to Bath Road is likely too close to the intersection with CR6 for MTO to permit a signal if required. 	<ul style="list-style-type: none"> well to accommodate a signal if required and does not provide a direct connection to CR6 that would promote cut-through traffic. No connection of Parrott's Bay Lane to Taylor-Kidd Boulevard (County Road 23), which would limit additional traffic and potential cut-through on Bayview Drive. North access aligns with road opposite to permit a 4-leg intersection. New Collector alignment results in perpendicular connections with MUPs. 	<ul style="list-style-type: none"> sole access for additional development traffic. High Density Residential in this location may not be desirable depending on access requirements from Taylor-Kidd Boulevard. This option would potentially see increased traffic on Bayview Drive.
	Preferred		Least Preferred		Most Preferred	
Municipal Engineering	<ul style="list-style-type: none"> Future Collector Roads align with future proposed water/sanitary infrastructure routing. 	<ul style="list-style-type: none"> Medium Density and Highway Commercial land use identified south of Bayview Drive and connecting to Harrow Court are in a location 	<ul style="list-style-type: none"> Future Collector Roads align with future proposed water/sanitary infrastructure routing. 	<ul style="list-style-type: none"> Collector Road to Bayview Drive is not shown on this option, however a right-of-way may be established for any 	<ul style="list-style-type: none"> Future Collector Roads align with future proposed water/sanitary infrastructure routing. 	<ul style="list-style-type: none"> Collector Road to Bayview Drive connection is not shown on this option, however a right-of-way may be established for any future planned looping of



Discipline	Option 1		Option 2		Option 3	
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
	<ul style="list-style-type: none"> Routing generally follows current topography and allow for gravity sewers for storm/sanitary, plus ditches for storm. Projected High Density Residential and higher density land uses are concentrated around to-be-established servicing infrastructure under the 25-year planning horizon with an opportunity to reduce the overall amount of pipe infrastructure. 	<p>where the topography begins to slope towards Lost Creek/Parrots Bay and consideration for larger and deeper gravity may need to be considered for servicing.</p>		<p>future planned looping of watermain projects (i.e. MUP).</p> <ul style="list-style-type: none"> Collector road routing potentially splits drainage topography and would require further subcatchment delineation for servicing and establishment of new stormwater facilities. Projected higher-density land uses are concentrated away from to-be-established servicing infrastructure under the 25-year planning horizon and new infrastructure will be required to service development. 	<ul style="list-style-type: none"> Routing generally follows current topography and allow for gravity sewers for storm/sanitary, plus ditches for storm. Projected medium-density land uses are concentrated around to-be-established servicing infrastructure under the 25-year planning horizon with an opportunity to reduce the overall amount of pipe infrastructure. 	<p>watermain projects (i.e. MUP).</p> <ul style="list-style-type: none"> There are no existing sanitary or water connections for Parrots Bay Lane and Taylor-Kidd Boulevard (County Road 23) Collector connection. Projected higher-density land uses are concentrated away from to-be-established servicing infrastructure under the 25-year planning horizon and new infrastructure will be required to service development.
	Most Preferred		Least Preferred		Preferred	



4 Final Future Development Area Plan

Over the course of the Secondary Plan project, the Land Use Plan for Amherstview West has been developed and has been subject to a number of changes and updates as a result of input from the Technical Advisory Committee and Coordinating Committee, and from the community. As such, the Land Use Plan has been updated to respond to input received since the Community Design Workshop held in September 2023. Some of the changes to the Land Use Plan that have been incorporated over the course of late 2023 into 2024 include:

- Shift of Highway Commercial-designated lands to be moved south of the Walden Pond Drive extension and Highway Commercial land area increased;
- Shift of the Institutional block to be relocated northwest of County Road 6 and the Walden Pond Drive extension; and
- With respect to the lands at 4661 Bath Road that are currently listed on the Township's Municipal Heritage Register, in January 2024, the Municipal Heritage Committee did not recommend designation of this property and as such, the Properties of Potential Cultural Heritage Interest Overlay previously shown on the Land Use Plan was removed. This change resulted in preparation of a new land use option for 4661 Bath Road as it can now be considered within the 25-year horizon of the Secondary and designated for various land uses. The current Land Use Plan proposes to designate these lands as Low, Medium, and High Density Residential, as well as Mixed Use Commercial.

4661 Bath Road will be removed from the Municipal Heritage Register in 2027 in accordance with recent amendments to the Ontario Heritage Act unless it is designated before this time.

Based on discussions held with Loyalist Township staff, input received at the Community Design Workshop, the Technical Advisory Committee and Coordinating Committee, and external agencies, the Final Future Development Area Plan for the Future Development Area was prepared. The Final Future Development Area Plan is shown in **Figure 4-1**.

The Final Future Development Area Plan is described as follows:

- 1 As requested by Loyalist Township staff, Option 1 shows the potential future closure of Bayview Drive as a vehicular access from Bath Road (Highway 33), as Township staff have noted existing sightline concerns at this intersection. It is our understanding that this closure would be contemplated beyond the 25-year Secondary Plan horizon and this option requires additional technical study by Loyalist Township and consultation with the Ministry of Transportation (MTO) and the public.
- 2 Potential Future Collector Road connection across the Lost Creek watercourse to connect to Taylor-Kidd Boulevard (County Road 23), opposite Loyalist East Business Park. This would require a new access from Taylor-Kidd Boulevard (County Road 23).

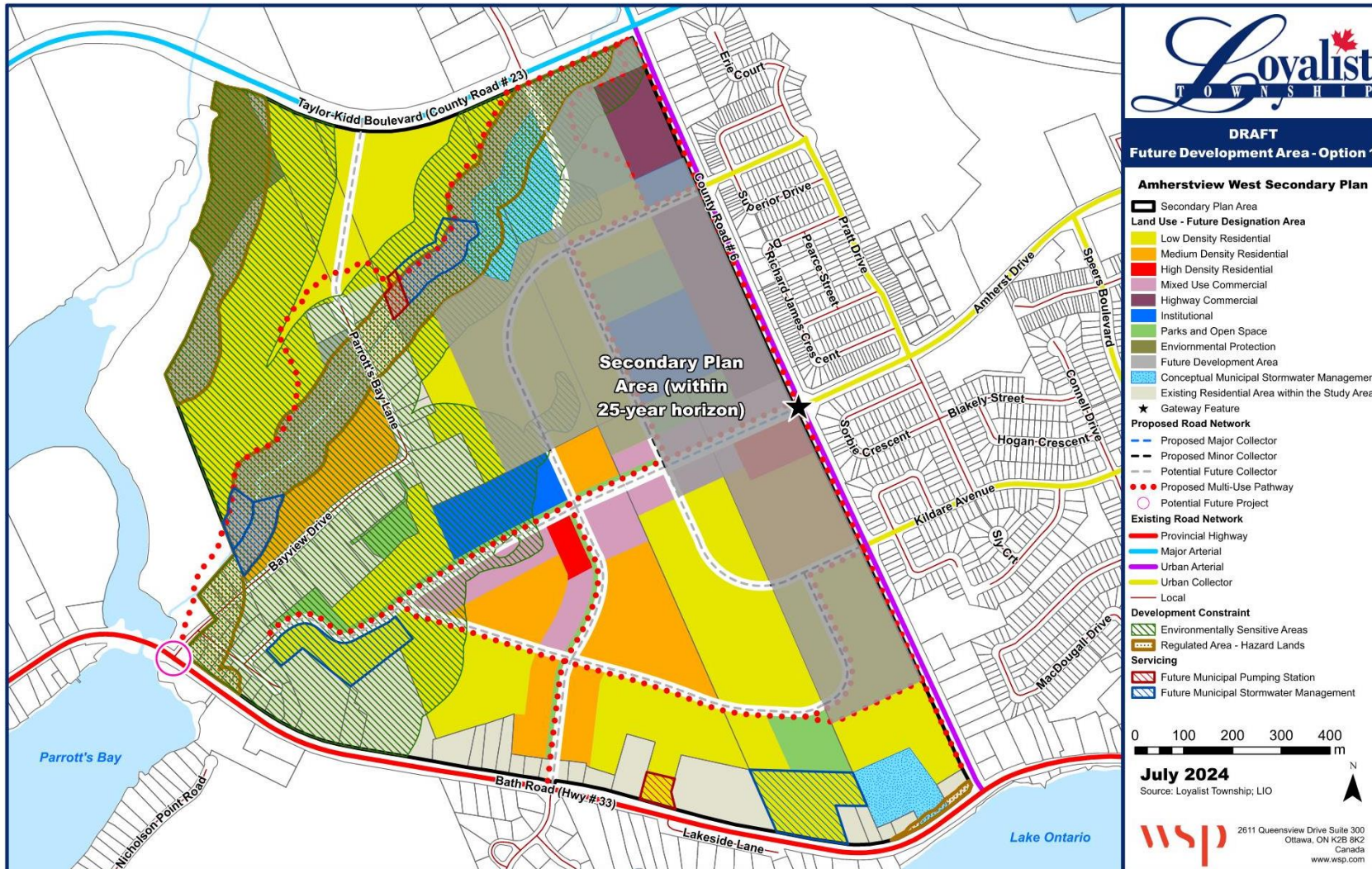


- 3** Amherst Drive would be extended further west in the Secondary Plan Area as a Potential Future Collector Road to connect to Harrow Court. Parrott's Bay Lane is shown as extended to connect to Taylor-Kidd Boulevard (County Road 23).
- 4** New access to Bath Road (Highway 33) in the south as an alternate entrance to the Secondary Plan due to the potential closure of the Bath Road (Highway 33) / Bayview Drive intersection. It is anticipated that this Potential Future Collector Road connection would be a Major Collector Road upon build-out and as such, it is proposed that Mixed Use Commercial and Medium Density Residential-designated lands about this future corridor.
- 5** A continuation of the urban main street (i.e., Amherst Drive extension – Proposed Major Collector road) is shown moving westward, with Mixed Use Commercial, Medium Density Residential, and High Density Residential areas following this extension and remain predominantly focused central to the Future Development Area.
- 6** Low to Medium Density Residential areas are predominantly located in the western portion of the Secondary Plan Area around the existing residential areas on Parrott's Bay Lane / Bayview Drive. A new elementary school, as requested by one of the local school boards (Algonquin and Lakeshore Catholic District (ALCDSB)), is sited along the Amherst Drive extension.
- 7** A Highway Commercial block is proposed at the northeast corner of the Secondary Plan Area, west of County Road 6. This land use would be a continuation of the Highway Commercial block continuing south along County Road 6, south of the Walden Pond Drive extension.
- 8** Allocation of lands for two (2) future municipal pumping stations to service lands in the Future Development Area. The pumping stations are proposed to be located northeast of the current terminus of Parrott's Bay Lane and on Bath Road (Highway 33), east of the Potential Future Collector Road south connection.
- 9** Allocation of lands for future municipal stormwater management ponds to service the Future Development Area. The proposed locations include: north of Bayview Drive; adjacent east of the proposed pumping station north of Parrott's Bay Lane; northeast of Harrow Court; and an expansion of the municipal stormwater management pond to be located on the southern portion of 4661 Bath Road.
- 10** Allocation of parks and open spaces throughout the Future Development Area. Such proposed Parks and Open Spaces total 5% of the Future Development Area lands, in keeping with the 5% requirement from the Township Parks and Recreation Master Plan.

It is noted that items #1 and #3 (i.e., new entrances from Taylor-Kidd Boulevard opposite Loyalist East Business Park and from Bath Road (Highway 33) opposite Edgewood Road have been previously discussed with Township staff, and representatives from the Ministry of Transportation and County of Lennox and Addington, who participate in the Technical Advisory Committee.



Figure 4-1: Preferred Option - Future Development Area





The Final Future Development Area Plan has been determined as the final preferred land use configuration for the Future Development for the following reasons:

- Proposed road network provides logical connections to existing T-intersections, including at Loyalist East Business Park and Bath Road (Highway 33), as well as reducing opportunities for ‘cut-through’ traffic throughout the new community.
- Should the potential future closure of the Bath Road (Highway 33) / Bayview Drive intersection be further explored by Loyalist Township and the Ministry of Transportation, preliminary traffic analysis suggests that the other intersections around the perimeter of the Secondary Plan Area would continue to operate at an acceptable level of service (LOS). **Note:** Preliminary traffic analysis was completed to reference the maximum residential densities in the Township Official Plan that was in-effect at the time of writing of this Memo.
- The proposed road network would generally align with topography and future proposed water/sanitary infrastructure routing, with opportunity for access to municipal stormwater management facilities.
- Opportunities for a mix of residential uses, from Low to High Density Residential, while balancing the desire to maintain existing residential areas in Amherstview West and future needs for additional Mixed Use Commercial areas and community needs for a future elementary school and Parks and Open Space.

As such, it is our recommendation that this option be considered by Loyalist Township staff as the Final Future Development Area Plan for future high-level planning purposes in Amherstview West beyond the 25-year horizon of the Secondary Plan.

5 Preliminary Traffic Assessment – Future Development Area Plan

Through this Future Development Area planning exercise, Loyalist Township staff requested that preliminary desktop traffic assessment be undertaken of the Future Development Area Plan (i.e., Option 1 – preferred option). The purpose of this additional technical analysis was to review and confirm that the proposed Potential Future Collector Road network shown in the Future Development Area Plan could accommodate the anticipated trips generated for the proposed land use areas.

The assumptions for this desktop traffic analysis are as follows:

- Trips generated in the Future Development Area were based on the ITE Trip Generation Manual 11th Edition (September 2021) using:
 - Total dwelling units projected for proposed residential and mixed use, which were calculated using:



- For Low, Medium, and High Density Residential – the maximum residential net densities set out in the Loyalist Township Official Plan (2022); and
- For Mixed Use Commercial – a maximum of 60 units per net hectare, which was the assumption referenced at the Community Design Workshop.
- Anticipated student population of 600 for the proposed ALCDSB elementary school. As ALCDSB has not provided a student population projection for the proposed school in Amherstview West through the Secondary Plan project to date, the population projection provided by the Limestone District School Board (LDSB) for the Secondary Plan was referenced as a comparable example.
- For the proposed land use designations in the Future Development Area, the following land uses from the ITE Trip General Manual 11th Edition (September 2021):
 - Residential:
 - Low Density – Single-Detached Family Housing;
 - Medium Density – Low Rise Multi-Unit Housing; and
 - High Density – Mid Rise Multi-Unit Housing.

5.1 Trip Generation and LOS Results

The trip generation details for the Future Development Area were prepared for the AM Peak Hour and PM Peak Hour on weekdays. The trip assignment and distribution, as well as land use areas and projected dwelling unit counts for the Future Development Area Plan are illustrated in **Figure 5-1**.

For the Weekday AM Peak Hour, a total of 991 trips are anticipated with 277 inbound trips and 714 outbound trips, as shown in **Figure 5-1**.

For the Weekday PM Peak Hour, a total of 1,076 trips are anticipated with 675 inbound trips and 401 outbound trips, as shown in **Table 5-2**.



Figure 5-1: Transportation and Density Analysis – Future Development Area Plan

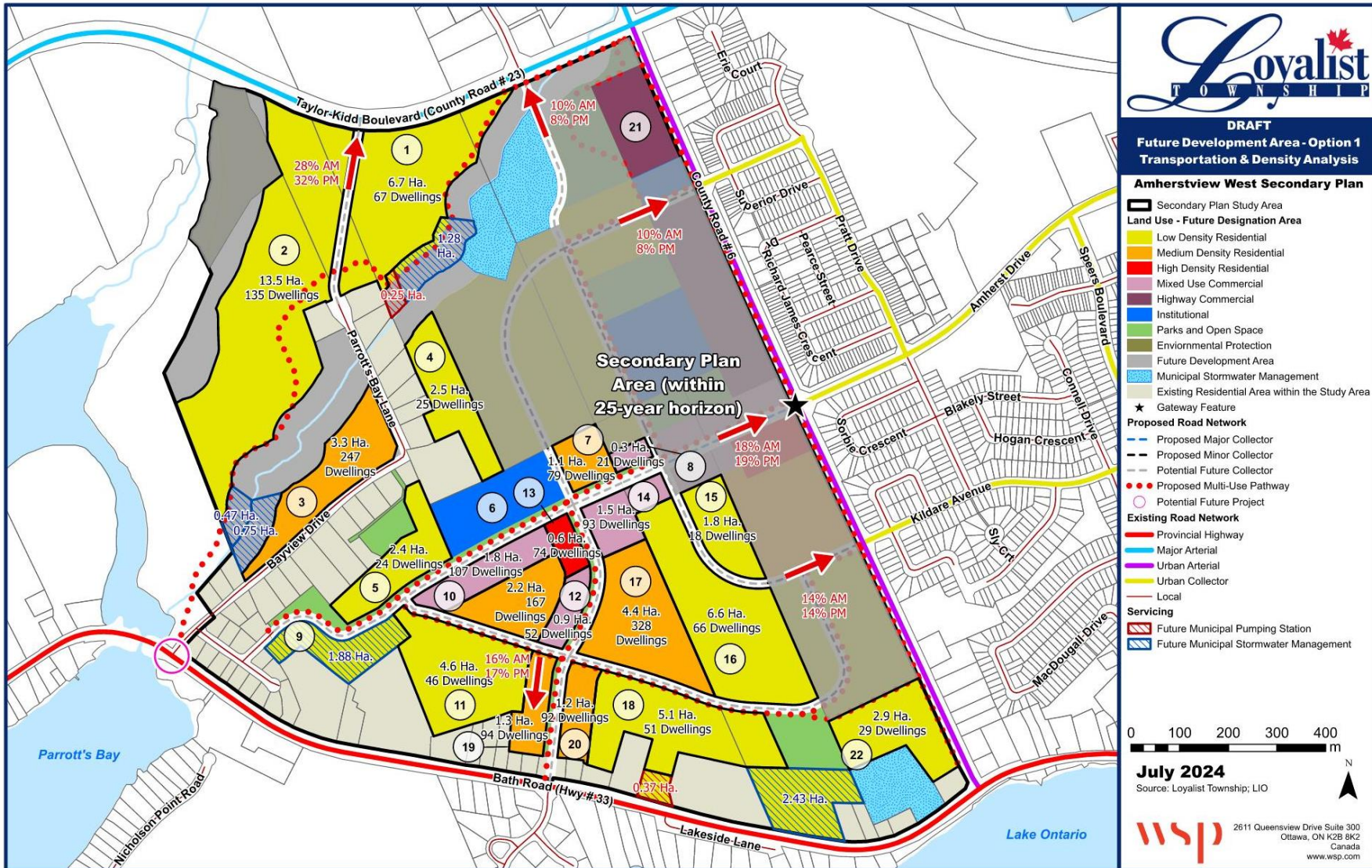




Table 5-1: Weekday AM Peak Hour – Future Development Area

	Land Use	ITE Code	Size	Unit	Avg. Rate	% in	% out	Total Trips	Trips In	Trips Out
1	Low Density	210	67	Units	0.75	26%	74%	50	13	37
2	Low Density	210	135	Units	0.75	26%	74%	101	26	75
4	Low Density	210	25	Units	0.75	26%	74%	19	5	14
5	Low Density	210	24	Units	0.75	26%	74%	18	5	13
11	Low Density	210	46	Units	0.75	26%	74%	35	9	26
12	Low Density	210	33	Units	0.75	26%	74%	25	7	19
15	Low Density	210	18	Units	0.75	26%	74%	14	4	10
16	Low Density	210	66	Units	0.75	26%	74%	50	13	37
18	Low Density	210	51	Units	0.75	26%	74%	38	10	28
22	Low Density	210	29	Units	0.75	26%	74%	22	6	16
3	Medium Density	220	247	Units	0.47	24%	76%	116	28	88
7	Medium Density	220	79	Units	0.47	24%	76%	37	9	28
9	Medium Density	220	100	Units	0.47	24%	76%	47	11	36
17	Medium Density	220	328	Units	0.47	24%	76%	154	37	117



19	Medium Density	220	94	Units	0.47	24%	76%	44	11	33
20	Medium Density	220	92	Units	0.47	24%	76%	43	10	33
13	High density	221	93	Units	0.35	26%	74%	32	8	24
10	Mixed Use - Commercial	231	105	Units	0.24	39%	61%	25	10	15
8	Mixed Use - Commercial	231	21	Units	0.24	39%	61%	5	2	3
14	Mixed Use - Commercial	231	93	Units	0.24	39%	61%	22	9	13
6	School	-	600	Students	-	50%	50%	200	100	100
	Internal Capture	-			10%	50%	50%	-110	-55	-55
Total New Trips								987	276	711



Table 5-2: Weekday PM Peak Hour – Future Development Area

	Land Use	ITE Code	Size	Unit	Avg. Rate	% in	% out	Total Trips	Trips In	Trips Out
1	Low Density	210	67	Units	0.99	64%	36%	66	42	24
2	Low Density	210	135	Units	0.99	64%	36%	134	86	48
4	Low Density	210	25	Units	0.99	64%	36%	25	16	9
5	Low Density	210	24	Units	0.99	64%	36%	24	15	9
11	Low Density	210	46	Units	0.99	64%	36%	46	29	17
12	Low Density	210	33	Units	0.99	64%	36%	33	21	12
15	Low Density	210	18	Units	0.99	64%	36%	18	12	6
16	Low Density	210	66	Units	0.99	64%	36%	66	42	24
18	Low Density	210	51	Units	0.99	64%	36%	51	33	18
22	Low Density	210	29	Units	0.99	64%	36%	29	19	10
3	Medium Density	220	247	Units	0.57	62%	38%	141	87	54
7	Medium Density	220	79	Units	0.57	62%	38%	45	28	17
9	Medium Density	220	100	Units	0.57	62%	38%	57	35	22



17	Medium Density	220	328	Units	0.57	62%	38%	186.96	116	71
19	Medium Density	220	94	Units	0.57	62%	38%	54	33	21
20	Medium Density	220	92	Units	0.57	62%	38%	52	32	20
13	High density	221	93	Units	0.39	60%	40%	36	22	14
10	Mixed Use - Commercial	231	105	Units	0.26	49%	51%	27	13	14
8	Mixed Use - Commercial	231	21	Units	0.26	49%	51%	5	2	3
14	Mixed Use - Commercial	231	93	Units	0.26	49%	51%	24	12	12
6	School	-	600	Students		50%	50%	70	35	35
	Internal Capture	-			10%	50%	50%	-119	-59	-59
Total New Trips								1071	672	399



Through the desktop traffic assessment, the high growth scenario for 2046 was considered to determine the intersection Level of Service (LOS) results:

- Amherst Drive – AM & PM: LOS C
- Kildare Drive – AM: LOS B; PM: LOS A
- Walden Pond Drive – AM: LOS B; PM: LOS B
- William Henderson Drive – AM: LOS B; PM: LOS A

As such, per the preliminary traffic assessment for the Future Development Area Plan, the above-noted intersections in the Amherstview West Secondary Plan Area will continue to operate at an acceptable LOS (i.e., LOS D or better).

6 Conclusion

This Future Development Area Evaluation Memo has been prepared to provide an evaluation of the three (3) Future Development Area options that were developed from input received at the Community Design Workshop and from Loyalist Township staff. As per the evaluation of options, it was determined that Option 1 was the preferred and is also the preferred option by Township staff. Subsequently, the Final Future Development Area Plan was prepared based on Option 1 and from input received from Township staff, Technical Advisory Committee, Coordinating Committee, and external agencies.

It is our recommendation that the Final Future Development Area Plan be considered by Loyalist Township staff for future high-level planning purposes in Amherstview West beyond the 25-year horizon of the Secondary Plan. The Final Future Development Area Plan is intended to provide guidance to Township staff with ongoing and future discussions with Secondary Plan landowners, and it should be reiterated that this Plan may be subject to change depending on local development needs and priorities as they emerge over the course of the Secondary Plan horizon and beyond.

Yours truly,

Nadia De Santi, MCIP, RPP
Practice Lead

Jill MacDonald, MCIP, RPP
Senior Planner

Appendix

A

As We Heard It Memo
(Community Workshop –
September 30, 2023)



To: Bohdan Wynnyckyj, RPP, MCIP, Chief Planner – Special Projects,
Loyalist Township

From: Nadia De Santi, MCIP, RPP, Practice Lead, WSP
Jill MacDonald, MCIP, RPP, Project Planner, WSP

Subject: **Amherstview West Secondary Plan**
As We Heard It Memo – Community Workshop (September 30, 2023)

Date: November 2023

1 Introduction

This “As We Heard It” Memo (“Memo”) presents a summary of the public feedback received at the in-person Community Workshop held in Amherstview on September 30, 2023. The purpose of the Workshop was to:

- Provide an update on ongoing development of the Amherstview West Secondary Plan;
- Obtain input and ideas from members of the community on:
 - Visioning for a future Main Street in Amherstview West, which will feed into the preparation of the Draft Urban Design Guidelines; and
 - Development of high-level concept plans for the lands proposed to be designated Future Development Area, where development may take place beyond the 25-year planning horizon of the Secondary Plan.

The feedback received through the community workshop will be considered in the preparation of the draft Urban Design Guidelines and concept plans for the Future Development Area.

2 Project Overview

The Secondary Plan Study Area, as illustrated in **Figure 1**, is approximately 144 hectares (346 acres) in area. It is bound by Taylor-Kidd Boulevard (County Road 23) to the north, Bath Road (Highway 33) to the south, Parrott’s Bay Conservation Area to the west, County Road 6, and the existing built-up area in Amherstview to the east.



Figure 1: Amherstview West Secondary Plan Study Area



The future Secondary Plan for Amherstview West will be implemented through an Official Plan Amendment and Zoning By-law Amendment. The Official Plan Amendment will adopt the policies of the Secondary Plan under the Township's Official Plan. Future development applications for the Secondary Plan Area will be required to demonstrate conformity with the Secondary Plan. The Zoning By-law Amendment will establish Zones within the Secondary Plan area, as well as specific standards for development, such as minimum lot area, required setbacks, and maximum building heights, among other requirements.

Urban Design Guidelines will also be prepared for Amherstview West as a separate document. It will inform the Secondary Plan, and will be a guiding tool to ensure that the vision of the Secondary Plan is implemented. The Urban Design Guidelines will be based on the final preferred Land Use Concept Plan and will address access and circulation, built form, open space and amenities, and site sustainability.

The development of the Secondary Plan is integrated with a Municipal Class Environmental Assessment (MCEA) Master Plan process. The Master Plan will be completed following Approach 4 of the MCEA Master Plan process, and will follow Phases 1 and 2 of the MCEA process.



3 Community Workshop

Materials provided at the Workshop, which include display boards, a presentation, and Workbook are included as **Appendices A through C** to this Memo.

3.1 Participants and Approach

The Community Workshop was held in-person at the Amherstview Community Hall at 177 Upper Park Road in Amherstview from 10 am to 2 pm on September 30, 2023. The following materials were posted and distributed to participants at the Workshop:

- **Display boards** that presented an overview of the Workshop, Secondary Plan project process, Context Map, and draft Preferred Land Use Option;
- **Base map and activity boards** were provided to each table that were used to facilitate the activities as described below; and a
- **Future Development Area Workbook** that was provided to each Workshop participant. The Workbook, as shown in **Figure 2**, included directions for Activity #4 – Future Development Area Visioning, and outlined the draft Vision Statement for the Amherstview West Secondary Plan, as well as the land needs and criteria for consideration for the Future Development Area.

Figure 2: Extract of Activity Workbook for Future Development Area

AMHERSTVIEW WEST SECONDARY PLAN
Working with Loyalist Township, local landowners, Technical Advisory Committee, Coordinating Committee, and the broader community, the Secondary Plan is being developed to include:

- a) A Vision and Guiding Principles for development and redevelopment in Amherstview West;
- b) Policies and Urban Design Standards for the Secondary Plan Study Area;
- c) A Conceptual Land Use Plan illustrating the overall land use, and transportation and active transportation network;
- d) Supporting schedules illustrating natural heritage constraints, transportation network, gateway location, and infrastructure; and
- e) An implementation strategy and framework for cost sharing agreements.

DRAFT VISION STATEMENT
The following Draft Vision Statement guides the Secondary Plan:

Amherstview West celebrates its distinctive and scenic location along Lake Ontario and proximity to Parrott's Bay Conservation Area.

As an extension of the greater Amherstview community, Amherstview West will grow and develop as a family-oriented, friendly area with a "small town" feel, providing a balance and excellent quality of life for residents and a peaceful and natural environment to live, grow, and visit.

FUTURE DEVELOPMENT AREA

High-Level Land Use Designations

- Low Density
- Medium Density
- High Density
- Commercial Mixed-Use

Parkland

- Neighbourhood Park(s) - 2.5 acres (1 hectare)/1,000 people

School

- Elementary School (Algonquin & Lakeshore Catholic District School Board) - 7 acres (2.8 hectares)

Natural Environment

- No Development on the High Constraint Areas

Transportation

- Internal connections within new Amherstview West neighbourhoods
- Connections to major transportation corridors (Taylor-Kidd Boulevard (County Road # 25), County Road # 6 & Bath Road (Highway 33))
- Multi-use pathway - linear green pathway along Amherst Drive Extension

Public Review of Draft Vision

- Is the Draft Vision still in line with the outcome of your group visionary exercise?

VISUALIZING RESIDENTIAL DENSITY

SOCCER FIELD DIMENSIONS
100m x 60m

1 Hectare

LOW DENSITY
SINGLE FAMILY (Max. 37.5 units/ha*)
(Can include single detached dwellings, semi-detached dwellings, duplexes, and accessory units)

MEDIUM DENSITY
(Max. 75 units/ha*)
(Can include low density residential uses, duplexes, quadplexes, rowhouses, row or cluster housing, converted single-detached dwellings creating not more than four (4) dwelling units, street front townhouses, low rise apartment dwelling houses, other forms of multi-unit housing, and accessory uses*)

HIGH DENSITY
(Max. 100 units/ha*)
(Can include medium density residential and higher density residential forms such as stacked townhouses and apartment dwelling houses units*)

COMMERCIAL MIXED-USE
MIXED-USE RESIDENTIAL (Max. 60 units/ha*)

GUIDING PRINCIPLES

1. Break down the scale of the community by defining neighbourhoods (a series of neighbourhoods, rather than one large subdivision).
 - Use open space system to separate neighbourhoods
 - Design collector roads as green, pedestrian friendly corridors which define edges of neighbourhoods
 - Provide 'green' gateways into neighbourhoods
2. Organize land use and housing types in relationship to adjacent land uses.
 - Provide a mix of land use and housing types to broaden choice in Amherstview to be flexible and provide aging in place with changing demographic profiles and market conditions
3. Design with nature.
 - Preserve and enhance the woodlots and streams as the open space framework of, and wildlife corridors through the Lost Creek watershed, wetland and the new community
4. Optimize connection with the existing surrounding areas.
 - Provide multi-use trail and pathway network through and along neighbourhood parks, including safe street crossings



The Notice of the Community Workshop was publicly released on the Township's project webpage (<https://www.loyalist.ca/amherstviewwest>), and circulated to the project email notification list on August 30, 2023. Notice of the event was also advertised through the placement of mobile road signs by the Township, newspaper ads in the Kingston Whig-Standard and Kingston This Week, and through a Township-wide mail campaign that was sent out the week of September 11, 2023. As indicated in the notices, mandatory registration was requested by September 22, 2023, 4:30 pm.

The agenda for the Community Workshop included a brief presentation by the Township's consultant, WSP, to provide an overview of the Secondary Plan Study, as well as several workshop activities carried out in groups, including:

- **Community Design 'Main Street' Approach and Urban Design**
 - **Activity #1 – Main Street Character:** Through the use of various precedent imagery showing various built form, materiality, and neighbourhood character, participants were asked to identify images that they felt captured the 'look and feel' of what a main street (extension of Amherst Drive to the west) in Amherstview West should look like.
 - **Activity #2 – Main Street Gateway:** In a similar image carding exercise, participants commented on various images to identify the appropriate treatment for a gateway feature to mark the entry into Amherstview West at the future main street.
 - **Activity #3 – Allocation of Space:** Participants were asked to provide input on how space should be prioritized in the design of a future main street in Amherstview West. Groups assembled scaled street cross sections of a main street, which identified the built features (e.g., sidewalks, street furniture, trees, on-street parking, drive lanes) that should be prioritized.
- **Land Use Visioning for Future Development Area**
 - **Activity #4 – Future Development Area Visioning:** Using activity workbooks (**Figure 2**), participants prepared conceptual plans for the lands proposed to be designated as Future Development Area, taking into account the various site opportunities and constraints present in Amherstview West (e.g. ecological areas, inclusion of a new elementary school). Upon preparation of the concepts, groups were asked to determine if the Draft Vision Statement for Amherstview West required further refinement based on the land uses and features incorporated in the concepts for the Future Development Area.



All presentation materials were made available in English. Approximately 16 people attended the community workshop. The event was hosted in a ‘seminar’ format and attendees were invited to directly engage with the project team throughout the session by providing input and feedback. Images from the event are shown in **Figures 3 to 5**.

Following the Public Open House, the following materials were posted on the Township’s project webpage (<https://www.loyalist.ca/amherstviewwest>):

- Thank you note and project update – (posted October 13, 2023);
- Presentation Boards and can be found under **Appendix A** of this Memo;
- Display Boards and is included under **Appendix B**; and
- Workbook and is included under **Appendix C**.

Figure 3: Community Workshop at Amherstview Community Hall on September 30, 2023 (WSP, 2023)





Figure 4: Community Workshop at Amherstview Community Hall on September 30, 2023 – Group Presentations and Sharing (WSP, 2023)

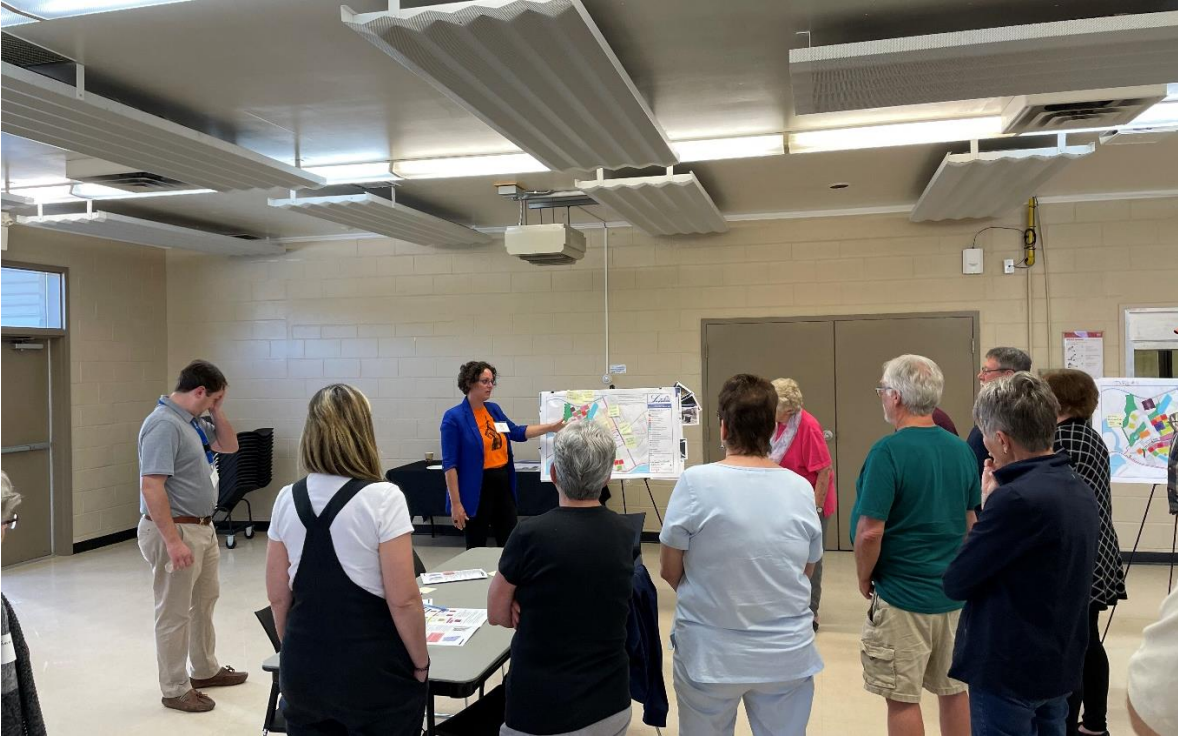




Figure 5: Examples of Activity Boards completed by participants at the Community Workshop





4 Summary of Input

This section provides a summary of public input received at the in-person Community Workshop. The input received will help inform preparation of the three (3) concept options for the Future Development Areas and development of the Urban Design Guidelines, which will support the future Amherstview West Secondary Plan. The activity boards and Future Development Area concepts are included in **Appendix D** of this Memo.

4.1 'Main Street Approach' and Urban Design

In groups, workshop participants were asked to view images of design precedents that illustrated potential themes and design opportunities for the future main street in Amherstview West. The images of design precedents for Activities #1 to #3 are shown in **Figure 6**.

Figure 6: Example of Precedent Images for the Main Street Workshop Activities

Character





Gateway



Allocation of Space – Priorities and Principles





Table 1 provides a summary analysis of the input and comments received from the community through Activities #1 through #3 on the Main Street ‘Approach’ and Urban Design workshop session.

Table 1: Summary of Feedback Received through the Main Street Workshop Activities

Theme	Community Comments
<p>Main Street Character</p>	<ul style="list-style-type: none"> • General support for the Main Street to be open and welcoming and have a ‘quaint, old-fashioned village’ character in keeping with the natural surrounding environment, i.e., street trees, vegetation, landscaping, outdoor seating, lighting. • Interest in having a range of commercial uses located along the Main Street, as well as residential uses in upper storeys of developments so residents can be within walking distances of shops and services, and have autonomy in looking after their neighbourhood. • Planning of Main Street should consider all types of users and programming, including pedestrians, families with children, seniors, and individuals with mobility issues. • Support for use of different materiality and colours (e.g. brick, limestone, cobblestone, suggestion to incorporate Loyalist Township branding/colours). • Support for trees and canopies to provide shade. • Suggestion for parking to be located at rear of commercial or mixed-use developments. Interest in having electric vehicle charging facilities. • General dislike for modern, industrial-type development, hardscaping and materials, as well as wider roadways, which dissuade pedestrian crossings and safety.
<p>Main Street Gateway</p>	<ul style="list-style-type: none"> • Suggestion to bring forward the Loyalist Township branding and colours to this area, and whether this branding could be adapted to create an identity/image for Amherstview West, or different branding entirely that is local and distinct to Amherstview. <ul style="list-style-type: none"> ○ The significance of limestone, which is prevalent in the area, and the municipality’s former name (Ernestown) was discussed as a possibility to feed into potential branding for Amherstview West. • Support for signage to incorporate names, plaques, and images that are locally distinct and researched. • Strong support for the gateway to be designed in a manner that it can serve as a meeting place for the community. Suggestion that the



Theme	Community Comments
	<p>gateway does not necessarily have to be located at County Road 6 / Amherst Drive extension – the gateway could be nestled along the Main Street, or it could be a secondary gateway feature in this location.</p> <ul style="list-style-type: none"> • Support for the gateway area to incorporate signage, greenery, and could be used to provide a visual buffer for parked cars. • Interest in having a water feature located at the gateway, or along the Main Street. • Discussion on the gateway area providing connectivity from the built-up area of Amherstview to the new community. Considerations for linkage to the existing multi-use pathway that runs east-west along Amherst Drive. • Suggestion to include public art policies in the Secondary Plan.
<p>Allocation of Space (Main Street Cross Sections)</p>	<ul style="list-style-type: none"> • At a high level, each participant group presented very different cross sections for the Main Street public-right-of-way (i.e. Amherst Drive extension), including: <ul style="list-style-type: none"> ○ Elimination of auto traffic altogether on the Main Street and suggestion to re-route vehicles via local roads or laneways at the rear of the buildings on the Main Street; ○ Suggestion that the Main Street have one-way auto traffic only (i.e. one vehicular traffic lane to enter the Main Street from County Road 6) in order to prioritize pedestrians and cyclists. The multi-use pathway would extend from Amherst Drive and run parallel to the Main Street, but be separated by a landscaped buffer; ○ Two-way auto traffic with a treed boulevard at the centre of the street and separated bike lanes on each side of the street; and ○ Two-way auto traffic with a wide treed and landscaped buffer on both sides of the street. • Other general comments on the cross-sections are summarized: <ul style="list-style-type: none"> ○ General support to have the design of the Main Street prioritize pedestrians first. ○ Support for parking to be located at the rear of the Main Street buildings.



Theme	Community Comments
	<ul style="list-style-type: none">○ Strong support for wide sidewalks with space for sidewalk cafes and seating.○ Some support for boulevards central to the Main Street, provided they are planted with street trees and/or landscaped.○ Should bike lanes be provided on the Main Street, they should be separated from any traffic lane with a painted buffer at minimum.○ Interest in having a public gathering area that could be used for programming year-round (i.e., Music in the Park, pop-ups, winter market).○ Considerations for transit and allocation of space for bus stops and pick-up. <p>The cross-sections and comments on the cross-sections will be used to inform the development of the Urban Design Guidelines, specifically the prioritization of space in the public right-of-way on the Main Street in Amherstview West. Loyalist Township is ultimately the applicable approval authority for road design for local roads in Amherstview West.</p>

4.2 Future Development Area Visioning

Through Activity #4 – Future Development Area Visioning, workshop participants in small groups prepared concept plans for the lands proposed to be designated as Future Development Area using a set of parameters provided by the project team (e.g. park requirements, siting of a new elementary school as requested by one of the local school boards) (**Figure 7**).

Workshop participants had the opportunity to present their concept plans to the group at the conclusion of the activity. The themes from the concept plans prepared by members of the community are summarized in **Table 2**. The concept plans are included in **Appendix D** of this Memo.



Figure 7: Example of a Future Development Area Concept Plan prepared by Workshop Participants

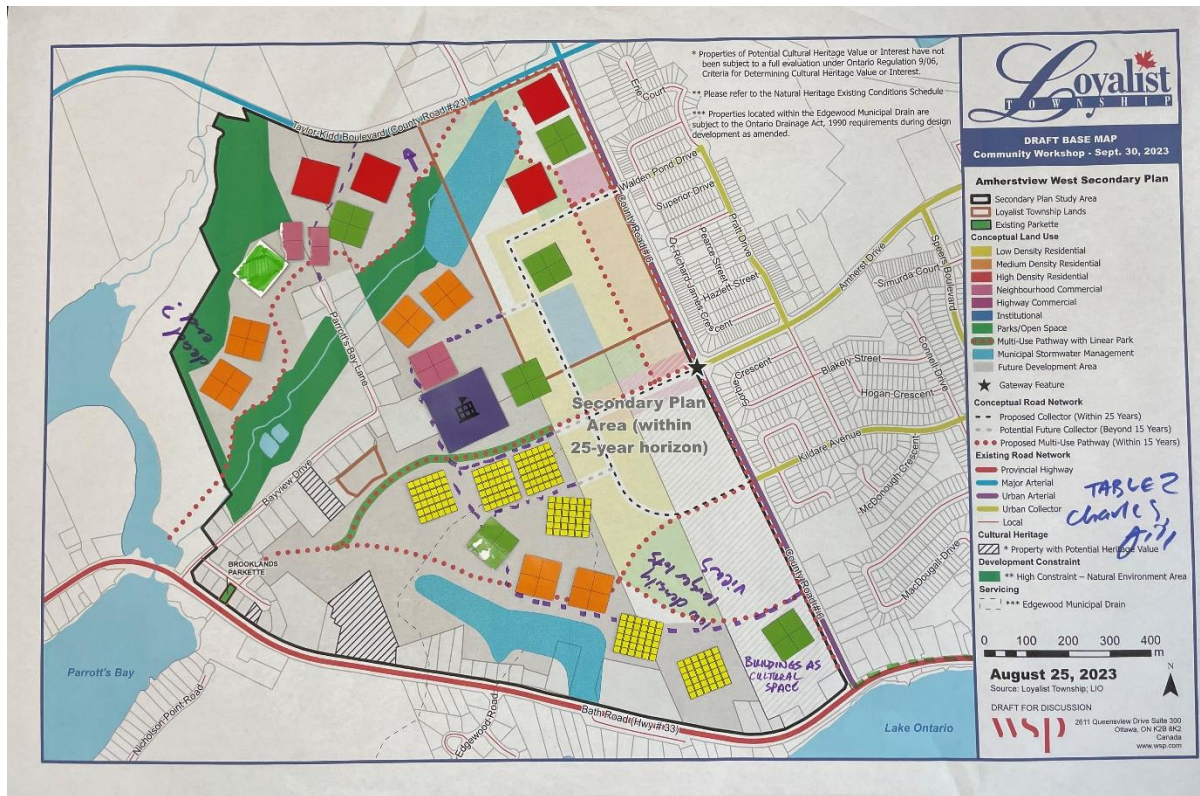


Table 2: Summary of Feedback Received through the Future Development Area Visioning Activity

Theme	Community Comments
<p>Land Use</p>	<ul style="list-style-type: none"> • Support for the new elementary school to be located central to the Secondary Plan Area and adjacent to parks and open space to permit shared programming and parking areas, with access to a main road. • General support for lower density residential uses to be sited further west to allow for a transition from the Main Street to existing residential properties on Parrott's Bay Lane, Bayview Drive, Brookland Park Drive, Bath Road / Highway 33. • Suggestion for lower density residential uses to be located at the south side of the Secondary Plan Area (i.e., larger residential lots) and higher density uses to be located in the north to maintain views of Lake Ontario. • Consideration for seniors' housing in Secondary Plan Area. • Recognition of importance of Parrott's Bay Conservation Area to the community and area.



Theme	Community Comments
	<ul style="list-style-type: none">• Interest in having part of Loyalist Acres Farm maintained and celebrated beyond the 25-year planning horizon.
Traffic and Circulation	<ul style="list-style-type: none">• Suggestion for there to be an additional access located from County Road 6 and Bath Road (Highway 33) to accommodate population and development growth, as well as future school traffic circulation beyond the 25-year planning horizon.

5 Next Steps

The next steps in the Amherstview West Secondary Plan process will include preparation of three (3) conceptual options for the Future Development Areas, based on community and Township input from Workshop. The options for the Future Development Areas will be evaluated qualitatively and a recommended option will be included in the Secondary Plan as an Annex to guide future development at a high-level beyond the 25-year planning horizon for the Amherstview West Secondary Plan.

It is noted that the Future Development Areas options will **not** be assessed under any Phases of the Municipal Class Environmental Assessment (MCEA) process, as development in this area is anticipated to take place beyond the 25-year horizon for the Secondary Plan. A future Official Plan Amendment with accompanying studies, as will be described in the Secondary Plan would still be required to permit future development of these lands, as well as an MCEA process to obtain approval under the Environmental Assessment Act for the road and servicing requirements.

The Draft Secondary Plan, including Future Development Area Plan, Draft Urban Design Guidelines, and implementing Draft Official Plan Amendment and Draft Zoning By-law Amendment are anticipated to ready for public review in Winter 2024. These items will be presented at a Statutory Public Open House in Amherstview, so be sure to check back the project website for updates at <https://www.loyalist.ca/amherstviewwest>.

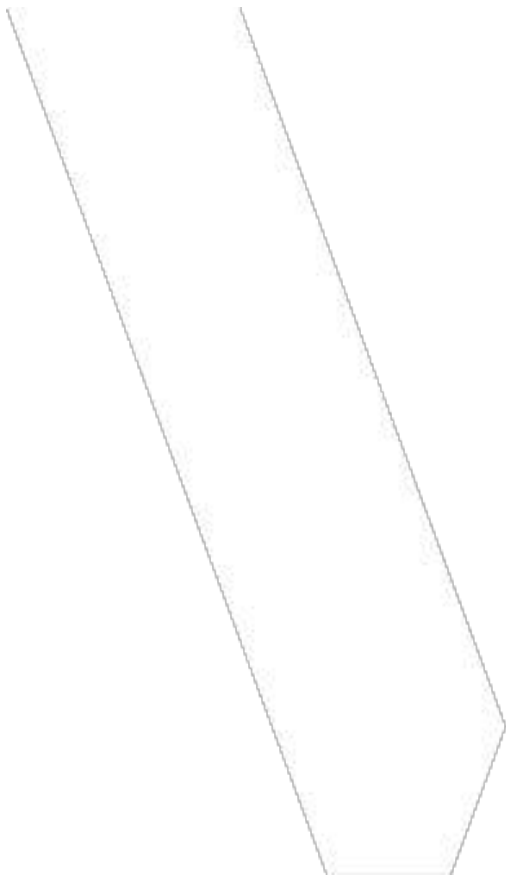
The Township would like to thank all of the community members who spent their Saturday at the Community Workshop!

Questions and comments can be directed to the project email at secondaryplan@loyalist.ca.

Appendix

A

Community Workshop
Presentation





Amherstview West Secondary Plan

Community Design Workshop

Amherstview Community Hall

September 30, 2023



Presenters

Bohdan Wynnyckyj, RPP, MCIP
Chief Planner – Special Projects, Loyalist Township

Nadia De Santi, MCIP, RPP
Consultant Project Manager, WSP

Alison Lumby, OALA, AALA, APALA, SALA, CSLA, CMLI
Consultant Urban Design Lead, WSP





Today's Workshop

1. Welcome / Opening Remarks
2. Presentation by WSP – Workshop Overview – 15 min.
3. Morning Workshop Activities – ‘Main Street Approach’ & Urban Design – 90 min.
4. Break for Lunch – 30 min.
5. Afternoon Workshop Activity – Visioning for Future Development Area – 90 min.
6. Conclusion and Next Steps





Amherstview West Study Area

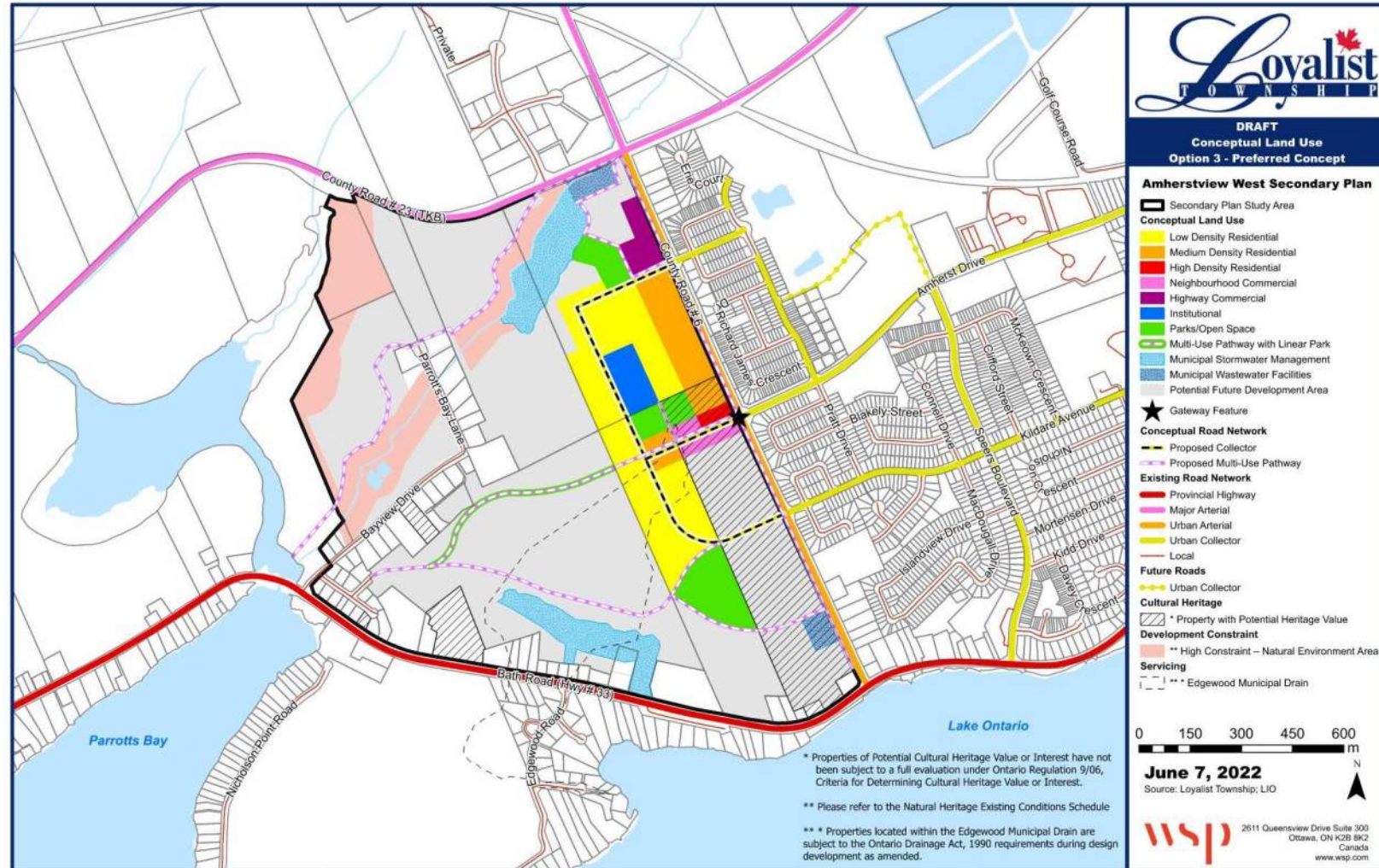




Evaluation of Land Use Concepts: Preferred Option

Preferred Option based on Evaluation of Alternatives:

This draft option is subject to change as it will continue to be refined as the project progresses and input from Township staff, TAC, CC, and the community is received.

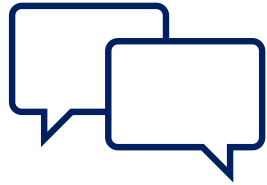




Workshop Overview

- Hands on approach to developing the Main Street approach and Urban Design Guidelines and concept plan ideas for the Future Development Areas.
- Workbook, visual aids and tools will be provided as you work in small groups.





Morning Workshop Activities 'Main Street Approach' and Urban Design



Morning Workshop Activities

- Activity #1 – Main Street Visioning – 30 min.
- Activity #2 – Main Street Principles and Priorities – 20 min.
- Activity #3 – Public Realm and the Public-Private Interface – 20 min.
- Group Presentations and Sharing- 15 min.

Image Source: WSP, 2023





Activity #1: Main Street Character

The Main Street should be the heart of community, complement existing town areas, and be a place that is a pleasure to visit and spend time in. The purpose of this activity is to envision what you would like the Amherstview West Main Street to look and feel like:

- As a group, consider each of the printed images on the tables – sort them into one of the three categories (use the sticky dots to attach them to the panel into the appropriate box: Like / Its Okay / Don't Like)

If the group isn't unanimous, place the image based on the majority vote and use the provided coloured dots to (green, yellow, red) to indicate what the other opinions were.

Using the pens and sticky notes provided, record what was liked or disliked about each image – was it the style of architecture, the type of furniture, the type of uses, the number of trees, etc... - **15 minutes**

- As a group, discuss and record if there was a clear preference, and/or a strong dislike for any of the images – **5 minutes**



Activity #2: Main Street Gateway

A gateway feature is proposed to mark the entry into Amherstview West at the Main Street. The purpose of this activity is to consider the appropriate treatment to mark the entry into Amherstview West:

- As with Activity #1 - As a group, consider each of the printed images on the tables – sort them into one of the three categories (Like / Its Okay / Don't Like)

If the group isn't unanimous, place the image based on the majority vote and use the provided coloured dots to (green, yellow, red) to indicate what the other opinions were.

Using the pens and sticky notes provided, record what was liked or disliked about each image – was it the design of the gateway, the setting it was in, how well it would complement the existing town character, the ability to interact with it, etc... - **15 minutes**

- As a group, discuss and record if there was a clear preference, and/or a strong dislike for any of the image – **5 minutes**



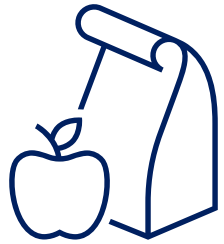
Activity #3: Allocation of Space

For any the design of any Main Street, choices have to be made to how much space can be dedicated to different features (e.g., width of sidewalks, space for benches and trees, on-street parking) due to limits on the space is available. The purpose of this activity is to consider what features are most important to your enjoyment of the Main Street:

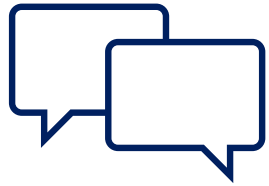
- As a group, organize by priority the images representing different potential streetscape components by sorting them into the relevant boxes – **10 minutes**

If the group isn't unanimous, place the image based on the majority vote and use the provided coloured dots to (green, yellow, red) to indicate where there were other preferences.

- Considering the priorities developed by the group, as a group, using the pre-cut components representing different features, select which components to include (some are mandatory), and arrange the pieces onto the scaled street cross section - **10 minutes**
- As a group, discuss and record if the cross section feels like it achieves the right balance, or if compromises had to be made – **5 minutes**



Break for Lunch
30 min.



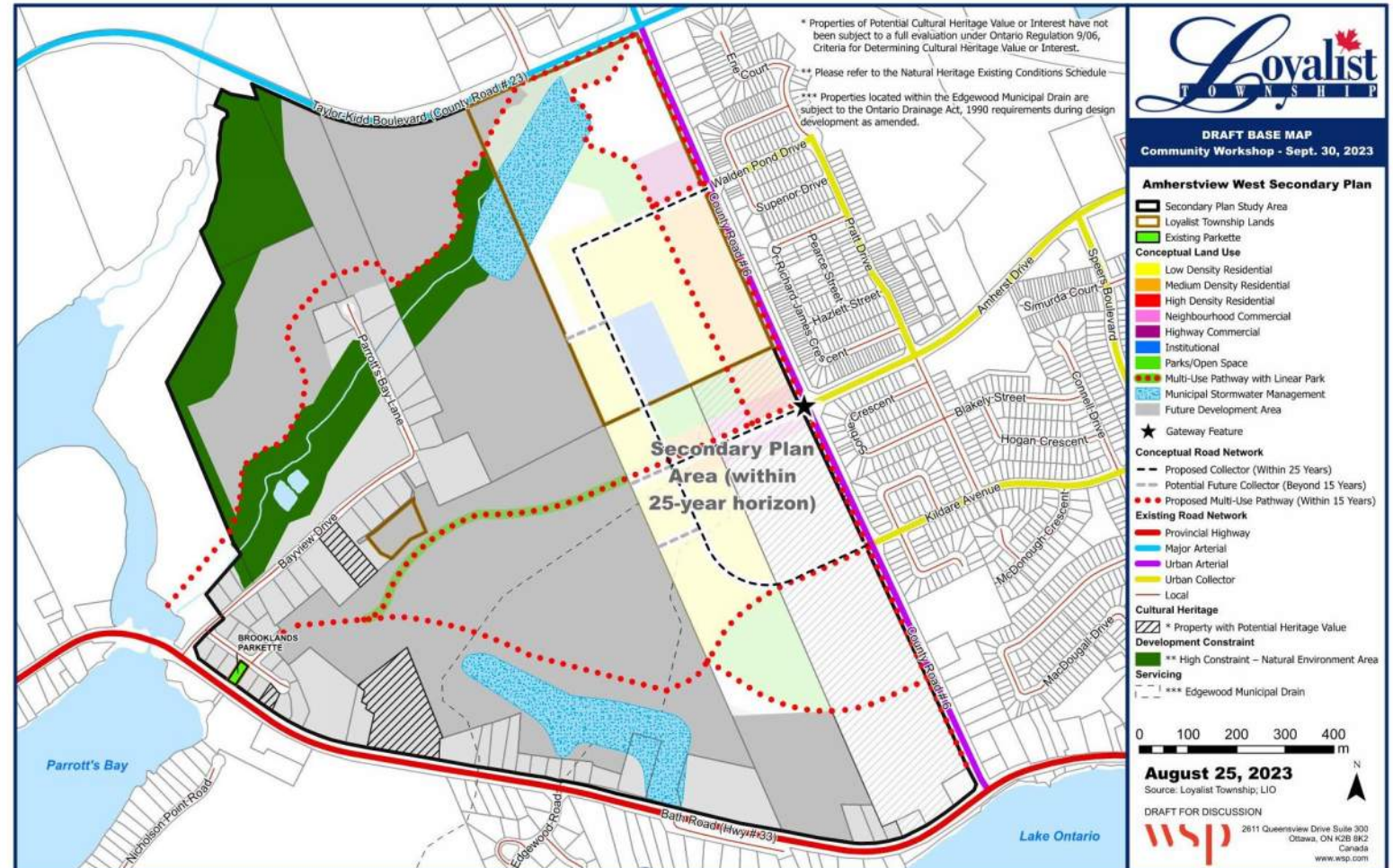
Afternoon Workshop Activity

Visioning for Future Development Areas



Activity #4: Future Development Area

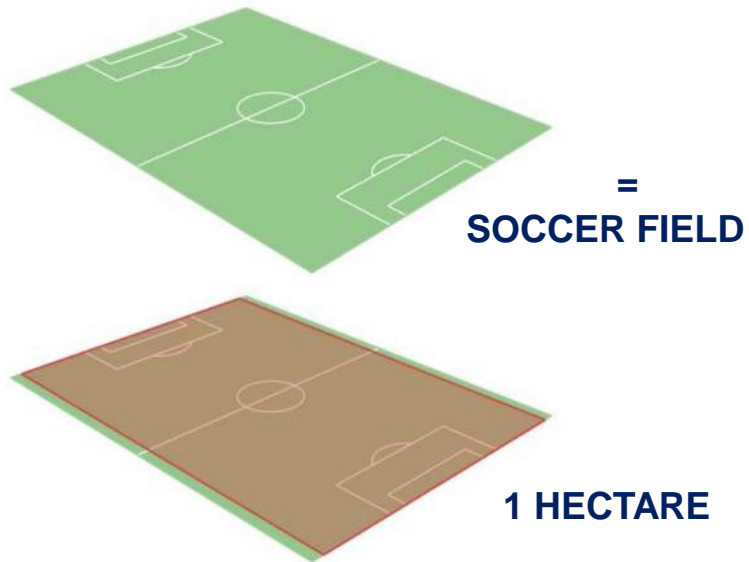
To prepare high-level conceptual land use options for the lands proposed to be designated as Potential Future Development Area (beyond 25-year planning horizon).



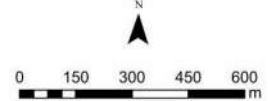





Activity #4: Future Development Area

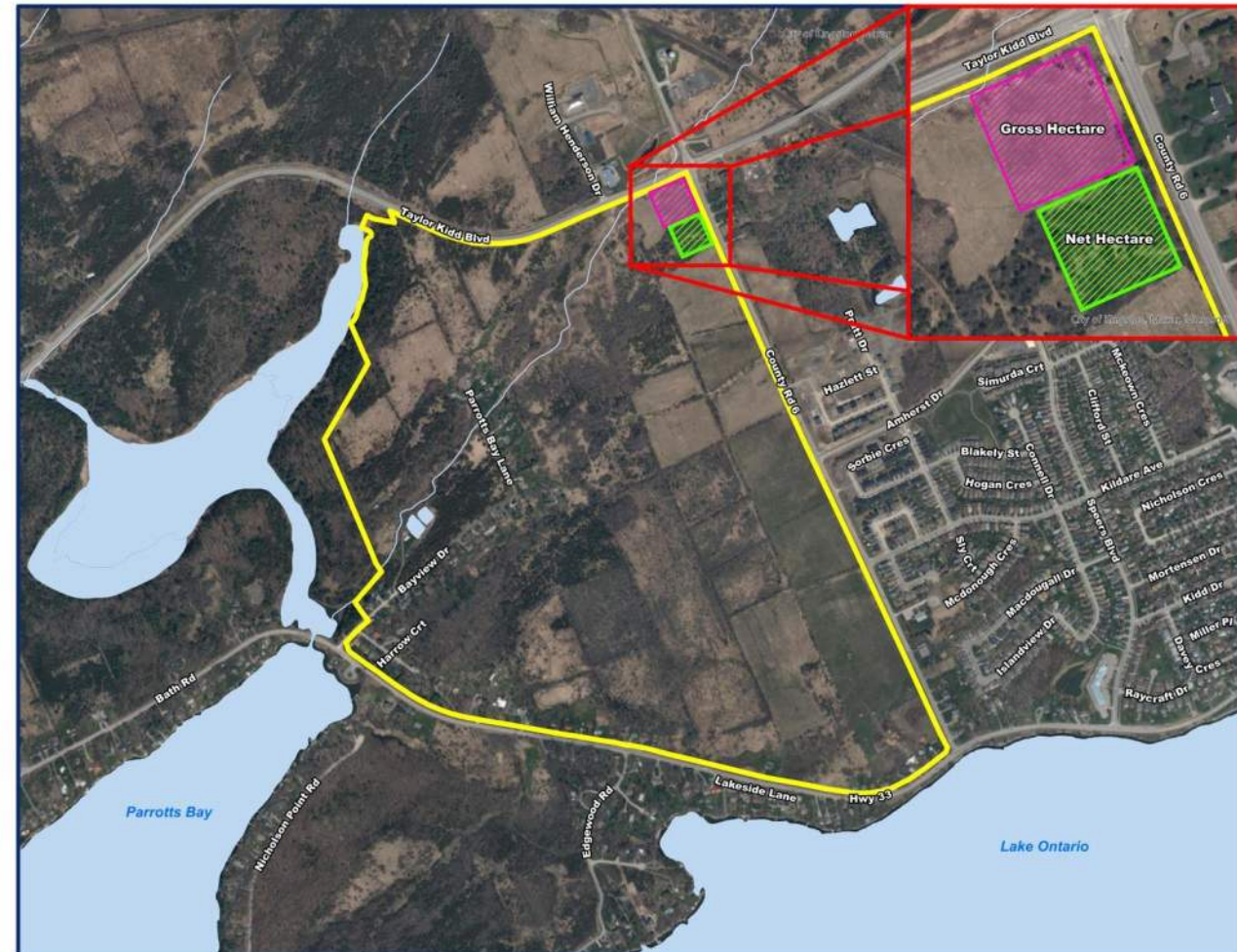
Visualizing Density



Legend



-  Secondary Plan Boundary
-  Gross Hectare (25% more to accommodate infrastructure, roads, parks)
-  Net Hectare



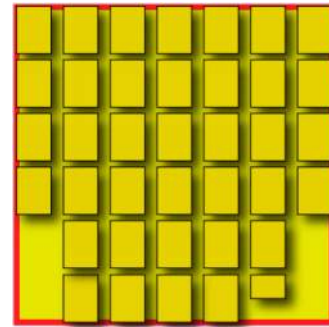
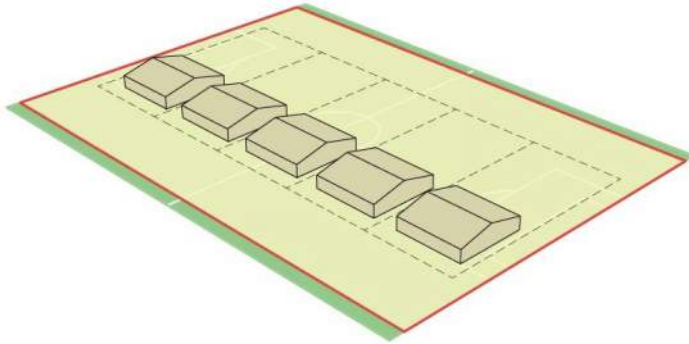


Activity #4: Future Development Area

Visualizing Density

Low Density

Single-detached, semi-detached, duplexes, duplexes, accessory units.



1 net hectare
= 37.5 units (max.)



Example of a low density residential neighbourhood in Amherstview (Google Streetview, 2023).

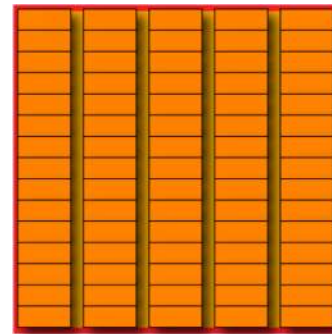
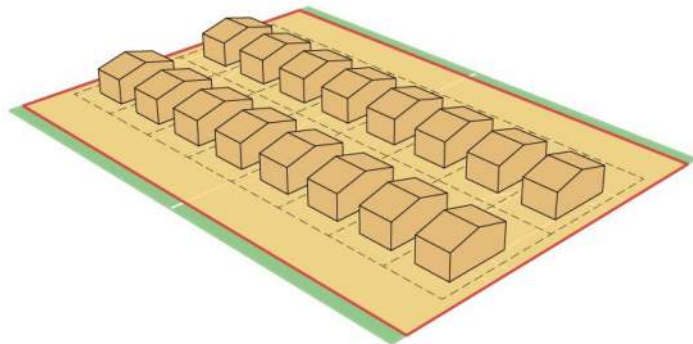


Activity #4: Future Development Area

Visualizing Density

Medium Density

Triplexes, quadruplexes, row townhouses, low-rise apartments (up to 4 storeys)



1 net hectare
= 75 units (max.)



Example of a medium density built forms in Amherstview (Google Streetview, 2023).

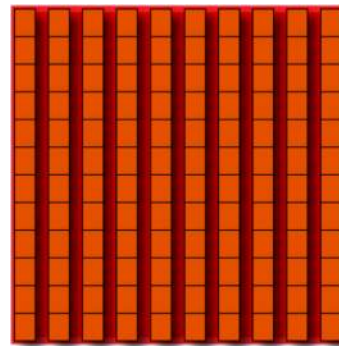
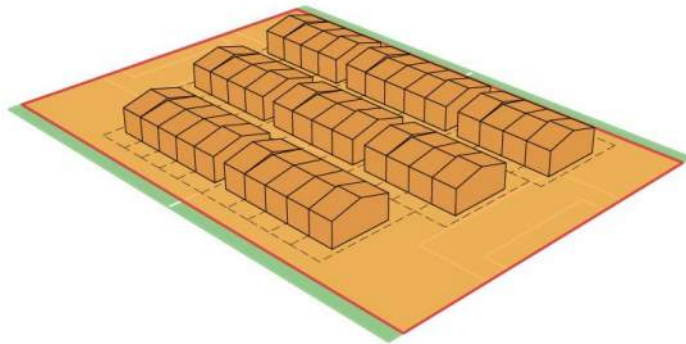


Activity #4: Future Development Area

Visualizing Density

High Density

Stacked townhouses, apartment dwellings



1 net hectare
= 120 units (max.)



Example of apartment dwellings in Amherstview (Google Streetview, 2023).



Activity #4: Future Development Area

Visualizing Density

Commercial Mixed-Use

A mix of residential uses and neighbourhood commercial uses, including mixed use development (e.g. commercial use on ground floor, residential dwellings in upper storeys)

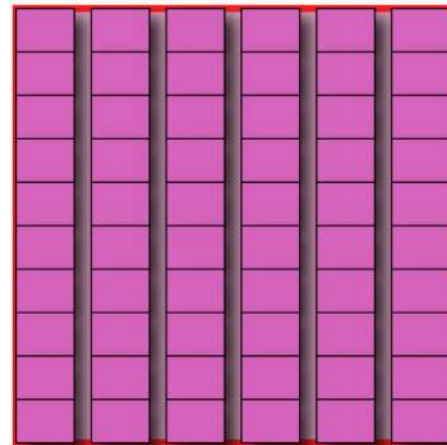


Image Source: Zumper, 2022

1 net hectare
= 60 residential units (max.)



Activity #4: Visioning for Future Development Area

Draft Vision Statement

Amherstview West will celebrate its distinctive and scenic location along Lake Ontario and proximity to Parrott's Bay Conservation Area.

As an extension of the greater Amherstview community, Amherstview West will grow and develop as a family-oriented, friendly area with a “small town” feel, providing a balance and excellent quality of life for residents and a peaceful and natural environment to live, grow, and visit.





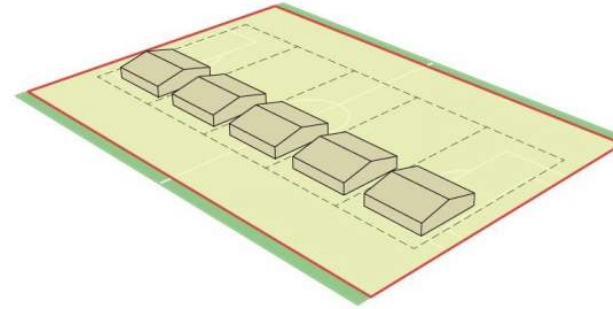
Activity #4: Visioning for Future Development Area

Future Development Area Checklist



1. Land Use

- Residential: Low, Medium, High Density
- Commercial Mixed Use



2. Parks and Open Space

- Neighbourhood Park – 2.5 acres (1 hectare) / 1,000 people.



Image Source: Loyalist Township



3. One (1) Elementary School (Algonquin & Lakeshore Catholic District School Board)

- Siting requirements - 7 acres (2.8 hectares).



Activity #4: Visioning for Future Development Area

Future Development Area Checklist



1. Natural Environment

- No development on High Constraint Areas.



2. Transportation Network

- Internal connections within new neighbourhoods in Amherstview West.
- Connections to major transportation corridors (e.g. County Road 6, Bath Road, Taylor-Kidd Boulevard).
- Multi-use pathway (i.e. linear green pathway) along Amherst Drive extension.



Image Source:
Top: Halifax Regional Municipality
Bottom: WSP, 2021



Next Steps

- Document input from today's Workshop and develop high-level land use and servicing concepts for Future Development Areas. A summary of the Workshop will be posted on the Township's project webpage.
- Preparation of Draft Secondary Plan and Draft Urban Design Guidelines.
- **Statutory Public Open House** – Presentation of Draft Secondary Plan, Draft Urban Design Guidelines, draft Official Plan and Zoning By-law Amendments – Winter 2024.



**Amherstview West
Secondary Plan**



Thank you for your participation!

Questions? Comments?

Visit the project website for updates:

www.loyalist.ca/amherstviewwest



Bohdan Wynnyckyj, RPP, MCIP

Chief Planner – Special Projects

Loyalist Township

(613) 386 7351 ext. 144

secondaryplan@loyalist.ca

Appendix

B

Workshop Display Boards



Amherstview West Secondary Plan

Community Design Workshop

Saturday September 30, 2023, 10:00 am - 2:00 pm

Welcome to the Community Design Workshop for Amherstview West!

At today's workshop, we will be exploring several topics related to the future Amherstview West Secondary Plan:

- Design principles and priorities for a 'Main Street' in Amherstview West.
- Long-term visioning and planning for the lands proposed to be designated as Future Development Area in the Secondary Plan Area.

A presentation will be given at 10:15 am. There will be a 30 min. lunch break at around 12 noon following the morning workshop activities.



Please speak with a member of Township staff and/or WSP to share your comments or if you have any questions.



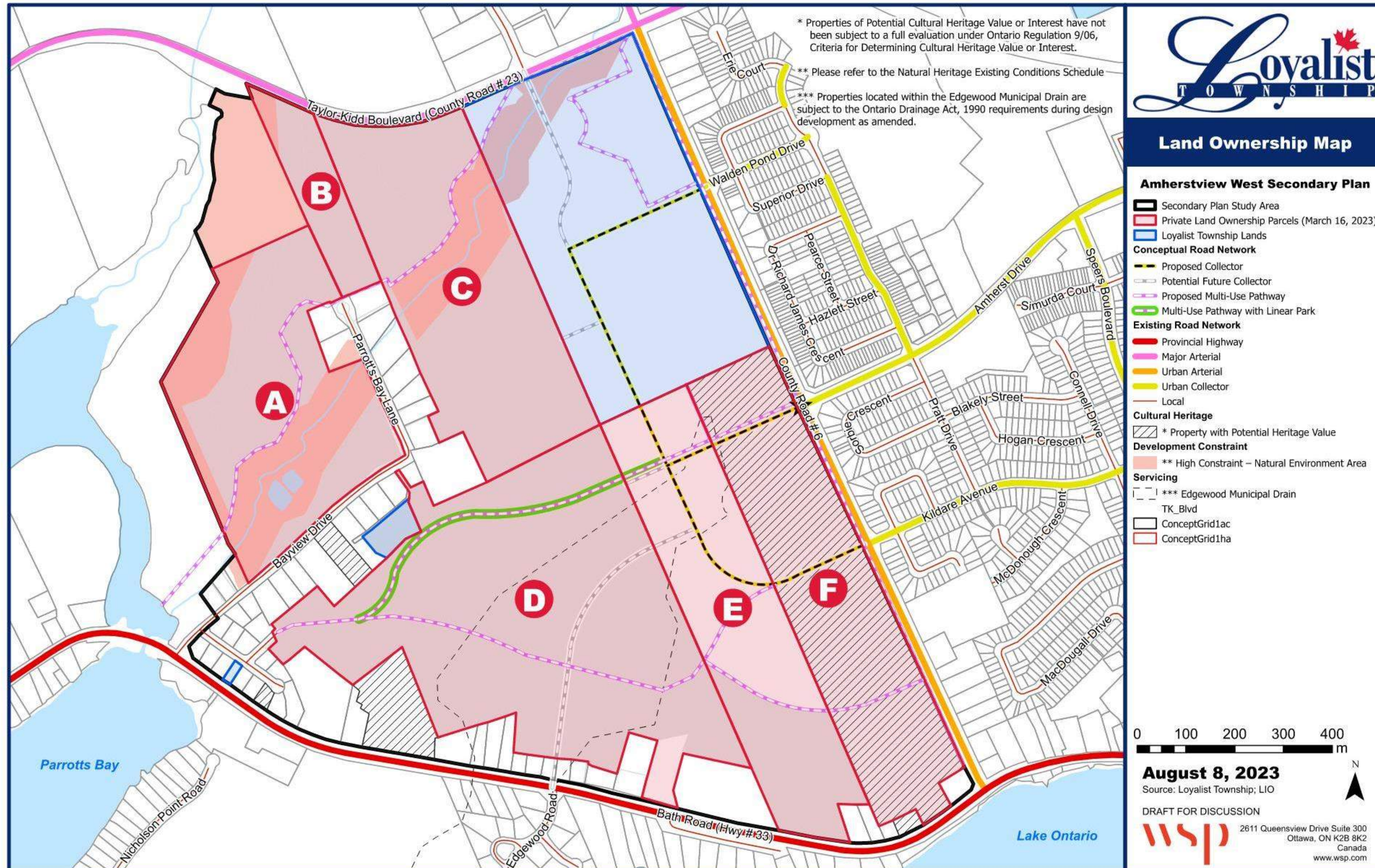


Amherstview West Context Map





Amherstview West Land Ownership Map





Project Process

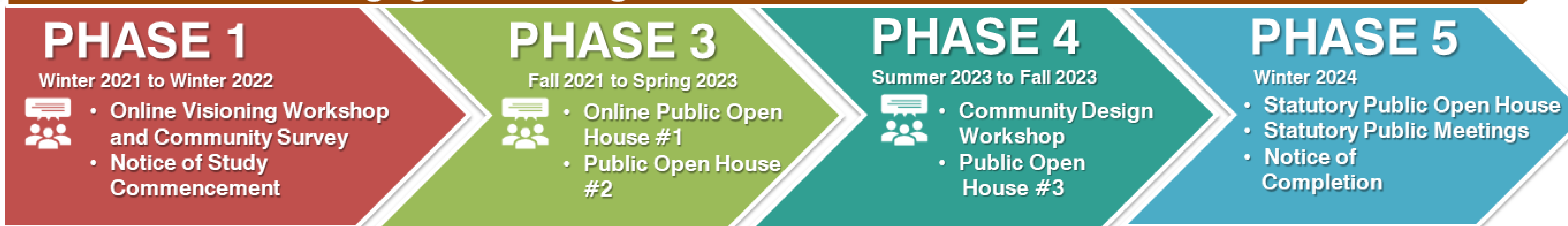
The development of the Secondary Plan will be fully integrated with the MCEA Process, along community engagement and consultation. The Project commenced in February 2021 and is anticipated to be completed by 2024.

PARALLEL PROCESS – INTEGRATED STUDY APPROACH

Secondary Plan Process

- | | | | |
|---|---|---|--|
| <ul style="list-style-type: none"> • Complete background studies and Background Analysis Report • Committee Meetings #1 | <ul style="list-style-type: none"> • Develop Land Use Concept Plan Options • Committee Meetings #2 • Select Preferred Land Use Concept Plan • Committee Meetings #3 | <ul style="list-style-type: none"> • Prepare Urban Design Standards • Prepare Draft Secondary Plan • Committee Meetings #4 • Prepare Revised Draft Secondary Plan/OPA | <ul style="list-style-type: none"> • Prepare Draft ZBLA • Final Draft Secondary Plan / OPA and ZBLA • Council Adoption of OPA and ZBLA (20-day appeal period) |
|---|---|---|--|

PHASE 2: Public Engagement Program (ongoing over duration of project) Point of public engagement



MCEA Process

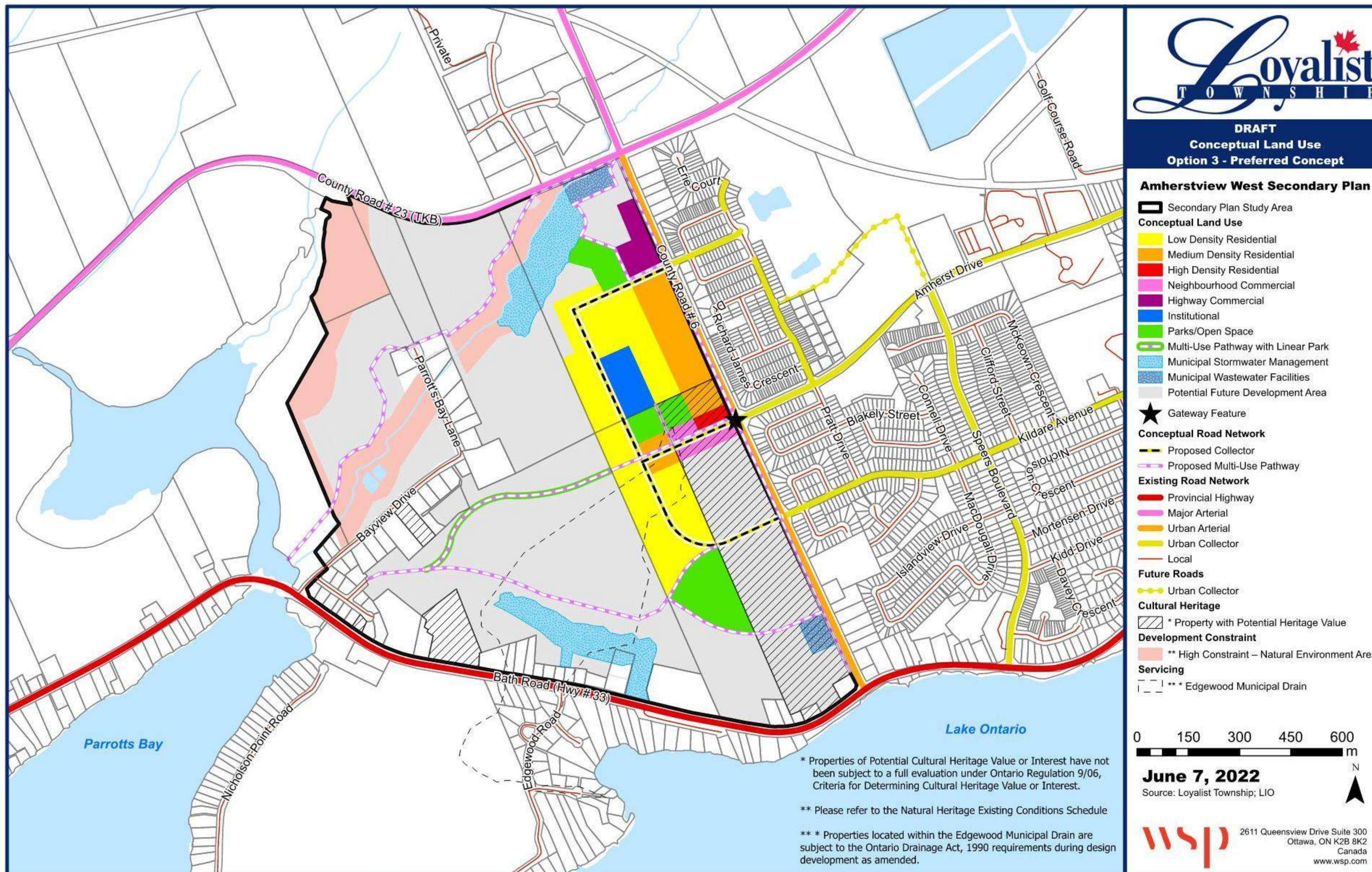
- | | | | |
|---|---|--|--|
| <ul style="list-style-type: none"> • Complete background studies | <ul style="list-style-type: none"> • Develop Problem / Opportunity Statements (MCEA Phase 1) • Develop and Evaluate Alternative Solutions | <ul style="list-style-type: none"> • Confirm Preferred Solutions (MCEA Phase 2) • Develop and Evaluate Preferred Designs | <ul style="list-style-type: none"> • Finalize Preferred Design • Complete Master Plan • 30-day public review period |
|---|---|--|--|



We are Here!



Amherstview West Draft Preferred Concept



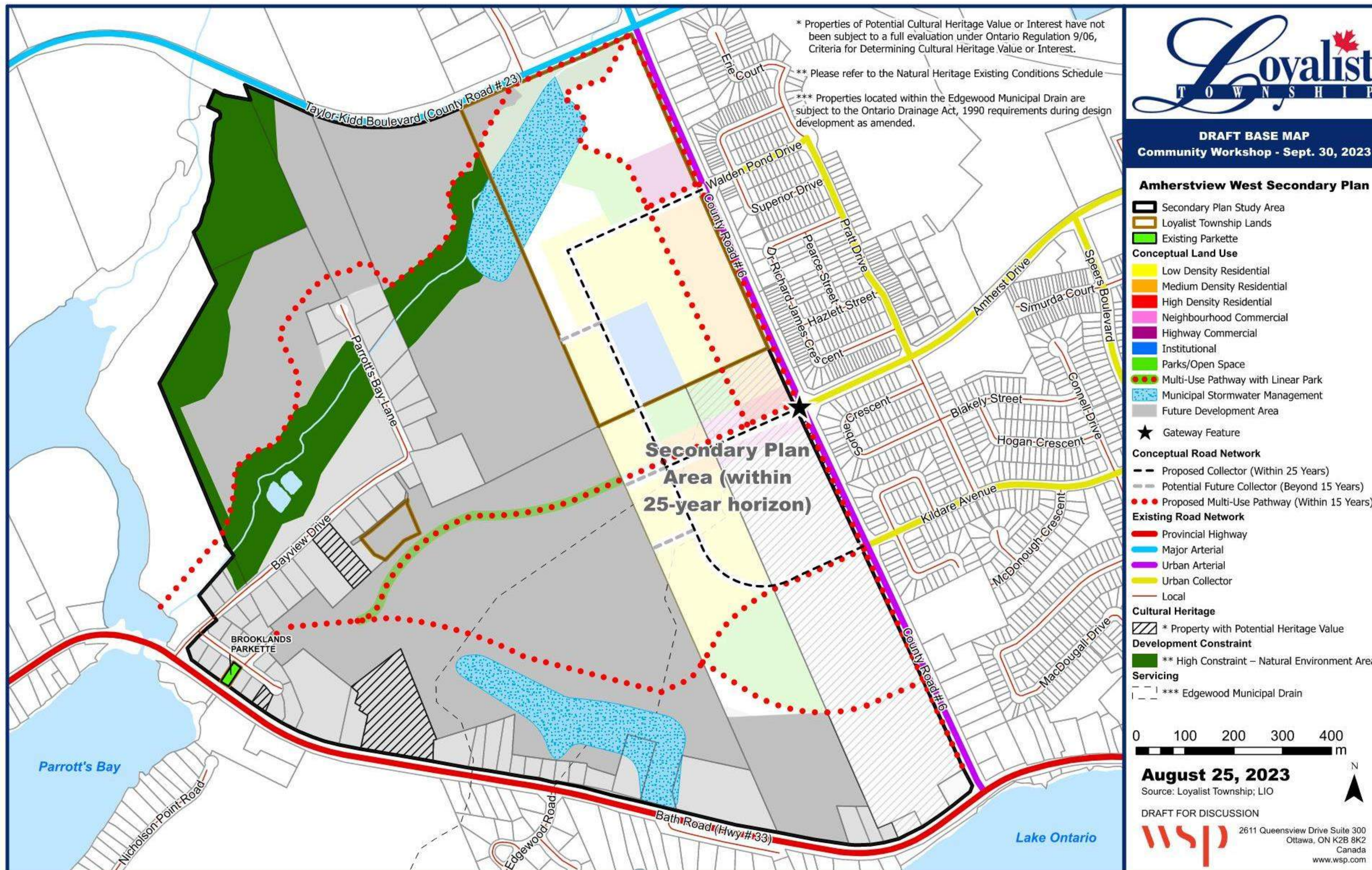


Amherstview West Secondary Plan and Municipal Class Environmental Assessment (MCEA)

Community Design Workshop | September 30, 2023



Base Map





How to Stay Involved and Next Steps

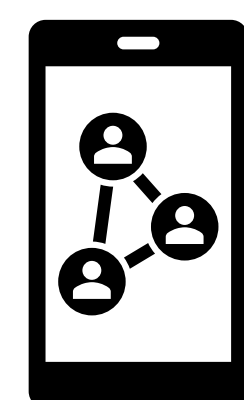
Stay informed on future Public Open Houses and project milestones as the Secondary Plan Study progresses:



Township Project Webpage:

Join the email notification list!

<http://www.loyalist.ca/amherstviewwest>



Township Social Media:

[Facebook \(Facebook.com/LOYTWP\)](https://www.facebook.com/LOYTWP)

[X \(formerly Twitter\) \(@LOYTWP\)](https://twitter.com/LOYTWP)



Newspaper notices:

Kingston Whig-Standard

Kingston This Week

Project Next Steps:

- Analyze and evaluate the inputs from today's workshop for the Urban Design Guidelines and Future Development Area.
- **Statutory Public Open House** – Presentation of Draft Secondary Plan, Draft Urban Design Standards, and Draft Official Plan and Zoning By-law Amendment.

Share your comments or questions with:

Bohdan Wynnyckyj, RPP, MCIP

Chief Planner – Special Projects, Loyalist Township

Email: secondaryplan@loyalist.ca

Phone: (613) 386 7351 ext. 144#

Appendix

C

Workshop Workbook –
Future Development Area

DESIGN DIRECTIONS

1 HOUSING

Consider the policy requirements from the Loyalist Township Official Plan.

- Where should different housing types and densities be located (Low, Medium and High Density Residential and Commercial Mixed-use Residential)?
- How will the different residential areas appeal to varying demographics (young families, seniors, singles, etc)?

2 AMENITIES AND SERVICES

Consider where there are existing community amenities and services in the surrounding area.

- Where should new amenities and services be located (eg. school, parks) in relation to the residential areas and transportation network?

3 TRANSPORTATION

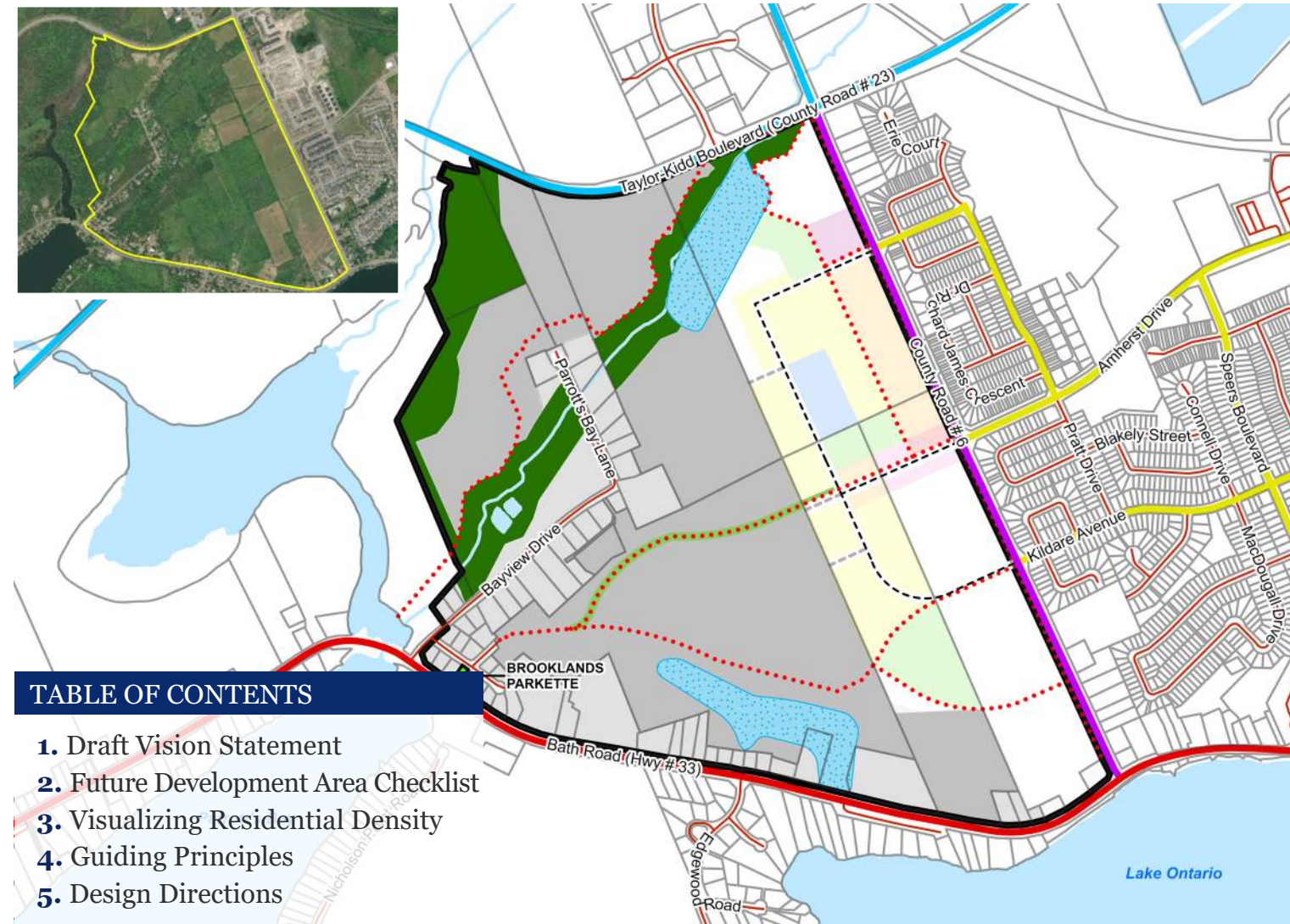
Consider where residents will want to go, and how they'll want to get there.

- How will people be able to access the Main Street?
- How will children access the school (walk, cycle)?
- What will make walking and cycling safer and more enjoyable?
- Where should there be additional road access into the future development area?

4 PUTTING IT ALL TOGETHER

Consider all of the perspectives up until this point and how they interact with one another.

- Using the neighbourhood template provided, create a land use concept plan for the site. Sketch a clean copy of your design by tracing and combining the various layers.
- Step back and look at your plans: Would you choose to live there? Is this a desirable community for families, young adults and seniors?
- What would you change?
- Appoint a group member to provide the group with your reporting which will describe the 5 key elements of your land use concept.



Workshop Rules of Engagement

- 1 Everyone has a chance to speak. Group members respect each speaker and listen to their comments.
- 2 Everyone's input is welcome and valuable.
- 3 Build on the conversation and other people's input.
- 4 The focus is to gather as many perspectives and ideas as possible.
- 5 Most of all – have fun!

AMHERSTVIEW WEST SECONDARY PLAN

Working with Loyalist Township, local landowners, Technical Advisory Committee, Coordinating Committee, and the broader community, the Secondary Plan is being developed to include:

- A Vision and Guiding Principles for development and redevelopment in Amherstview West;
- Policies and Urban Design Standards for the Secondary Plan Study Area;
- A Conceptual Land Use Plan illustrating the overall land use, and transportation and active transportation network;
- Supporting schedules illustrating natural heritage constraints, transportation network, gateway location, and infrastructure; and
- An implementation strategy and framework for cost sharing agreements.

DRAFT VISION STATEMENT

The following Draft Vision Statement guides the Secondary Plan:

Amherstview West celebrates its distinctive and scenic location along Lake Ontario and proximity to Parrott's Bay Conservation Area.

As an extension of the greater Amherstview community, Amherstview West will grow and develop as a family-oriented, friendly area with a "small town" feel, providing a balance and excellent quality of life for residents and a peaceful and natural environment to live, grow, and visit.



FUTURE DEVELOPMENT AREA

High-Level Land Use Designations

- Low Density
- Medium Density
- High Density
- Commercial Mixed-Use

Parkland

- Neighbourhood Park(s) - 2.5 acres (1 hectare)/1,000 people

School

- Elementary School (Algonquin & Lakeshore Catholic District School Board) - 7 acres (2.8 hectares)

Natural Environment

- No Development on the High Constraint Areas

Transportation

- Internal connections within new Amherstview West neighbourhoods
- Connections to major transportation corridors (Taylor-Kidd Boulevard (County Road # 23), County Road # 6 & Bath Road (Highway 33))
- Multi-use pathway - linear green pathway along Amherst Drive Extension

Public Review of Draft Vision

- Is the Draft Vision still in line with the outcome of your group visionary exercise?



VISUALIZING RESIDENTIAL DENSITY

SOCCER FIELD
DIMENSIONS
120m x 90m



1 Hectare

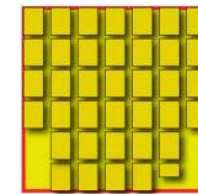


LOW DENSITY



SINGLE FAMILY
(Max. 37.5 units/ha*)

(Can include single detached dwellings, semi-detached dwellings, duplexes, and accessory units*)



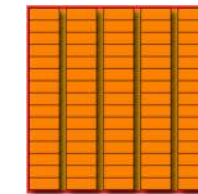
* Definition and density are as per Policy 5.7.1.5 (a) of the Loyalist Township Official Plan

MEDIUM DENSITY



MEDIUM DENSITY
(Max. 75 units/ha*)

(Can include low density residential uses, triplexes, quadruplexes, maisonettes, row or cluster housing, converted single-detached dwellings creating not more than four (4) dwelling units, street front townhouses, low rise apartment dwelling houses, other forms of multiple-unit housing, and accessory uses*)



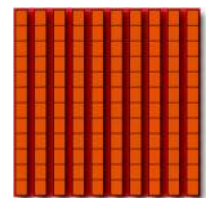
* Definition and density are as per Policy 5.7.1.6 (b) of the Loyalist Township Official Plan

HIGH DENSITY



HIGH DENSITY
(Max. 120 units/ha*)

(Can include medium density residential and higher density residential forms such as stacked townhouses and apartment dwelling houses units*)

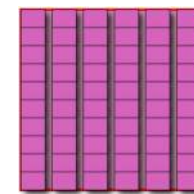


* Definition and density are as per Policy 5.7.1.7 (b) of the Loyalist Township Official Plan

COMMERCIAL MIXED-USE



MIXED-USE RESIDENTIAL
(Max. 60 units/ha*)



* Definition and density are as per Policy 5.7.5.3 (c) of the Loyalist Township Official Plan

GUIDING PRINCIPLES

1. Break down the scale of the community by defining neighbourhoods (a series of neighbourhoods, rather than one large subdivision).

- Use open space system to separate neighbourhoods
- Design collector roads as green, pedestrian friendly corridors which define edges of neighbourhoods
- Provide 'green' gateways into neighbourhoods

2. Organize land use and housing types in relationship to adjacent land uses.

- Provide a mix of land use and housing types to broaden choice in Amherstview to be flexible and provide aging in place with changing demographic profiles and market conditions

3. Design with nature.

- Preserve and enhance the woodlots and streams as the open space framework of, and wildlife corridors through the Lost Creek watershed, wetland and the new community

4. Optimize connection with the existing surrounding areas.

- Provide multi-use trail and pathway network through and along neighbourhood parks, including safe street crossings

Appendix

D

Main Street and Future
Development Area
Workshop Activity Boards



Activity #1 – Main Street Character

Amherstview West Secondary Plan and Municipal Class Environmental Assessment (MCEA)
 Community Development Committee | September 30, 2023

Keeping it open, pedestrian friendly, lots of trees, a walk, walk of cobblestone.

*Green Space, Nature, Cobblestone
 Open space, Pedestrian friendly
 accessible, 2nd storey patios
 lighting, old fashioned
 Music + entertainment*

*Unique Architecture
 Wider friendly sidewalks*

*Closed in
 on street parking
 narrow sidewalks
 Modern
 too busy
 no character*

for city like - a more village - approach

*THAT'S
 CHANGING*

Why?
 Why?
 Why?

What about these images was only so-so?
 What about these images did we not like?

Did the group have any clear preferences / dislikes?

Loyalist wsp



TABLE #4 Jordan Van Leuken
Amherstview West Secondary Plan and Municipal Class Environmental Assessment (MCEA)
 Community Design Workshop | September 30, 2023

Activity 2 Main Street Gateway

We would like to do

Gateway - what type of treatment

to be

actions / it on my

What about these images was only so so?

What about these images did we pick

the group have any clear preferences / dislikes?

ER GATE
 SHIP - NAUTICAL
 RECOGNITION ARCHES
 (CONTACTS)
 LIMESTONE
 CLIMBERS
 HISTORICAL TASTE? Why?
 What about these images did we pick

EXPANDED GATE
 BATH Rd
 Taylor Kid
 LIMESTONE CLIMBER

- tie into gate
- commercial tenants
- facade for hiding parked cars
 Why?
 What about these images was only so so?

TOO OVER POWERING

NOT GATEWAY MATERIAL

TOO MUCH WASTED SPACE

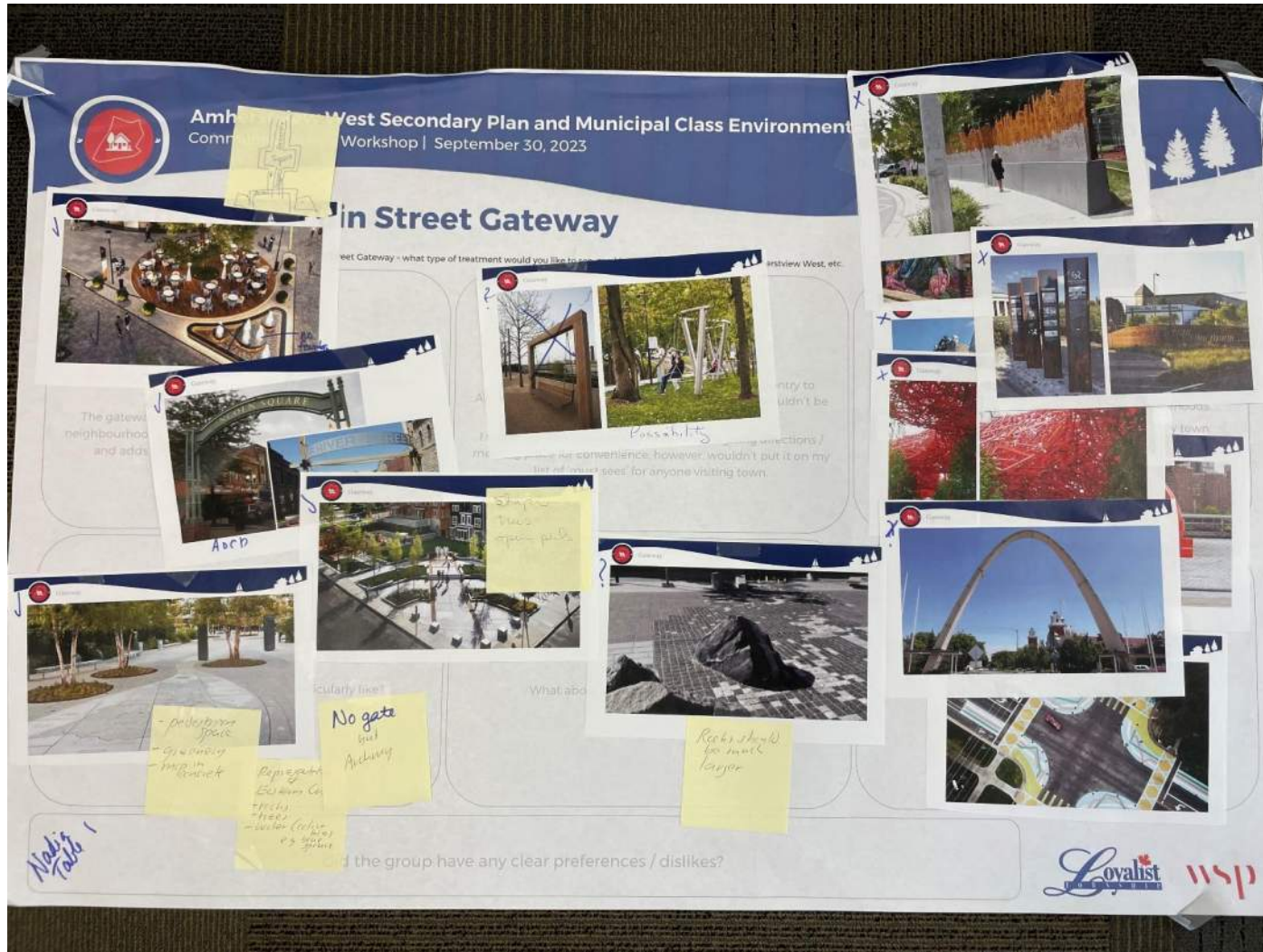
NOT HISTORIC ENOUGH

SYMMETRY AND





Activity #2 – Main Street Gateway







Activity #3 – Cross Section Priorities

The collage features several photographs of urban scenes: a cafe seating area, a pedestrian on a sidewalk, a modern street with trees, a busy street with many bicycles, and a street with a transit stop. Handwritten notes on yellow sticky papers include: "Good", "Not bad", "Too many bikes", "If you", "Trees", "Not bad but helps no space", "Good Balance", and "Table! Peggy".

The central diagram is a "Streetscape Cross Section" showing various components with their widths:

- 1.8 m
- Cafe seating/ furnishing zone: 2.5m
- Sidewalk: 1.8m
- Trees in planted boulevard: 2m
- Centre median trees: 2m
- 1.8 m 0.6m bike lane and buffer
- 3.4m Drive lane
- 3.4m Drive lane
- 0.6m 1.8 m bike lane and buffer
- Centre median with trees: 2m
- Trees in planted boulevard: 2m
- 1.8 m Parking lane
- 2.7m Transit stop

Text on the diagram includes: "Moderate", "These features / spaces are in", "move freely around the Main", "wouldn't increase my ex", "and ability to", "prioritising them", "in Street", "These features / sp", "my ability to use", "less space", "c impact", "ve given", "tures".

At the bottom, a question asks: "Does the group feel they achieved best use of the space?"

Logos for "Loyalist" and "wsp" are visible in the bottom right corner.



Amherstview West
Community Design Workshop

Class Environmental Assessment (MCEA)

Activity 3 - Cross Section

Every Main Street faces the challenge of fitting everything we would like them to have into the space available.

NOT A RAT R

Highest Priority

These features / spaces are the most important to my ability to access, move around comfortably, and enjoy spending time at the Main Street.

If a traffic engineer made these features should take priority if they can fit in an amount of space possible.

Moderate Priority

These features / spaces are important to my use and as I move freely around the Main Street, however prioritizing them wouldn't increase my enjoyment of the Main Street.

Lowest Priority

These features are 'nice-to-have' but it wouldn't impact my ability to access or enjoy the Main Street if they were given priority in preference for other features.

CELINE

ALISON

ROUNDABOUT

Does the group feel they can fit everything they want in the space?



Amherstview West Secondary Plan and Municipal Class Environmental Assessment (MCEA)
Community Design Workshop | September 30, 2023

Activity 3 - Cross Section Priorities

Every Main Street faces the challenge of fitting everything we would like them to have into the space available

Moderate Priority

These features / spaces are important to my use and ability to move freely around the Main Street, however prioritising them wouldn't increase my enjoyment of the Main Street.

Lowest Priority

These features / spaces are 'nice to have' but it wouldn't impact my ability to use and/or enjoy the Main Street if they are given less space or omitted in preference for other features.

Cape Cross Section

Scale: 1:300W

Does the group feel they achieved best use of the space?

TABLE 2
Charles,
Bill

