Amherstview West
Final Secondary Plan

January 2025



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Final Secondary Plan

Loyalist Township

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Table of Contents

1 Introduction **1**
1.1 Integrated Planning and Class EA Process 2
1.2 Secondary Plan Area 4
2 Growth Management **4**
3 Vision and Guiding Principles **6**
3.1 Vision for Amherstview West 6
3.2 Guiding Principles 7
4 Land Use Plan **7**
4.1 Land Use Distribution 8
4.1.1 Land Use Designations and Overlays 9
4.2 Transportation Network 18
4.2.1 Road Network 19
4.2.2 Conceptual Multi-Use Path Network 20
4.3 Archaeology 21
4.4 Water and Sanitary Servicing Network 21
4.4.1 Water Servicing 22
4.4.2 Sanitary Servicing 22
4.5 Climate Change and Resiliency 22
4.6 Public Art 23
4.7 Gateway and Wayfinding 23
4.8 Urban Design Guidelines 24
5 Phasing and Implementation **24**
5.1 Interpretation and Administration 25

Table of Contents

5.2 Amendments to the Secondary Plan 25
5.3 Implementation and Phasing 25
5.4 Cost Sharing Agreements 26
5.5 Development Applications 26
5.5.1 Official Plan Amendment 26
5.5.2 Zoning By-law Amendment 27
6 Schedules 27

List of Figures

Figure 1-1: Loyalist Township Key Map 1
Figure 1-2: Secondary Plan Area 4
Figure 3-1: Vision Cloud for Amherstview West 6
Figure 4-1: Land Use Plan 10

List of Tables

Table 2-1: Residential Land Needs Analysis – Amherstview West (Unplanned Parcels) (2022) 5
Table 2-2: Residential Lands Analysis – Amherstview West (Unplanned Parcels) (2023) 5
Table 4-1: Land Use Distribution 8
Table 4-2: Housing Units and Densities (Phases 1-3) 8

Appendices

Appendix A Urban Design Guidelines for Amherstview West

1 Introduction

Loyalist Township has completed a Secondary Plan for Amherstview West. The Secondary Plan will provide a policy and implementation framework to guide the future growth and development of this area for the next 25 years to the year 2046. It will consider future needs and priorities for the new community, including housing types, urban design, community amenities, protection of the natural environment, servicing, stormwater management, and transportation, including active transportation.

The Secondary Plan applies to the lands located to the west of County Road 6 and the existing built-up area in Amherstview, within Loyalist Township, which is a lower-tier municipality in the County of Lennox and Addington in the Province of Ontario ("Secondary Plan Area"), as shown in **Figure 1-1.**

Amherstview is experiencing the most rapid growth of the Township's three (3) urban settlement areas, and is anticipated to have a remaining residential land supply of five (5) years, due in part to housing demand outpacing population growth, as well as a declining average household size. Proximity to the City of Kingston in the east has also influenced the distribution of growth in Loyalist Township, and in Amherstview where residential growth in the Township is focused.

The Official Plan for the Township of Loyalist Planning Area (Amendment No. 38, Five Year Review) sets out a vision, guiding principles, and land use policies that are used to manage and direct physical planning of lands and development in Loyalist Township. The Official Plan was adopted by Township Council on September 27, 2021, and received final approval by County of Lennox and Addington Council on March 23, 2022.

Figure 1-1: Loyalist Township Key Map



The Township's Official Plan applies to all lands within the municipality, while a Secondary Plan is a planning policy document that sets out a vision, guiding principles, and land use policies to guide growth and development within a more specific area of a municipality. Like an Official Plan, a Secondary Plan is developed in accordance with the Planning Act, with engagement and input from the local community, so that growth can be achieved while respecting the needs of current residents, ensuring compatibility with the existing community fabric and character, and promoting progressive planning principles.

The Secondary Plan is supported by Schedules (i.e., Maps) that must be read in conjunction with the policy direction, as follows. The Schedules are included under **Section 6** of this Secondary Plan.

- Schedule A – Land Use Plan;
- Schedule B – Transportation Network; and
- Schedule C – Environmental Constraints.

The Secondary Plan will be implemented through an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA). The OPA 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 ZBLA 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 have also been prepared for Amherstview West as a separate document from the Secondary Plan and are intended to be a tool to ensure that the vision of the Secondary Plan is implemented. The Urban Design Guidelines for Amherstview West are included under **Appendix A**.

The implementation of the Secondary Plan will guide development, redevelopment, and design of properties through the Zoning By-law Amendment, Site Plan, Draft Plan of Subdivision, Draft Plan of Condominium, Minor Variance, and Consent application processes, as well as Cost Sharing Agreements.

1.1 Integrated Planning and Class EA Process

The Secondary Plan was developed in parallel to the Municipal Class Environmental (MCEA) process for a Master Plan as a separate study, through an integrated Planning and Class EA process. The Study Areas for the Secondary Plan and Class EA are the same.

The MCEA process is a standardized planning process approved under the Ontario Environmental Assessment Act. It allows for routine "classes" of municipal infrastructure projects (e.g., roadways, or municipal water and wastewater services) to be assessed following a streamlined Environmental Assessment process. The environment is broadly defined under the Environmental Assessment Act to include the natural, social, economic, cultural and built environments. Projects (or "undertakings") assessed following a MCEA process must consider impacts on the environment as part of the planning process.

The Master Plan will identify the infrastructure needed to service the Secondary Plan Area and will be approved concurrently with the completion and adoption of the Secondary Plan. Examples of municipal infrastructure improvements that will be considered as part of the Master Plan include new roads and/or road widenings, as well as extension of municipal water and wastewater services and stormwater management facilities.

The Class EA Study for a Master Plan has been completed following Approach 4 of the MCEA Master Plan process, and to satisfy Phases 1 through 4 of the MCEA process to obtain approval for all Schedule B projects identified.

Integrating the development of the Secondary Plan with the MCEA process allows for a coordinated approach to addressing land use, servicing, and transportation issues. It will also ensure that environmental considerations are fully integrated into the decision-making process. The Master Plan will also align with the Township's overall Infrastructure Master Plan that proceeded as a separate approval process and was completed and approved on June 11, 2024.

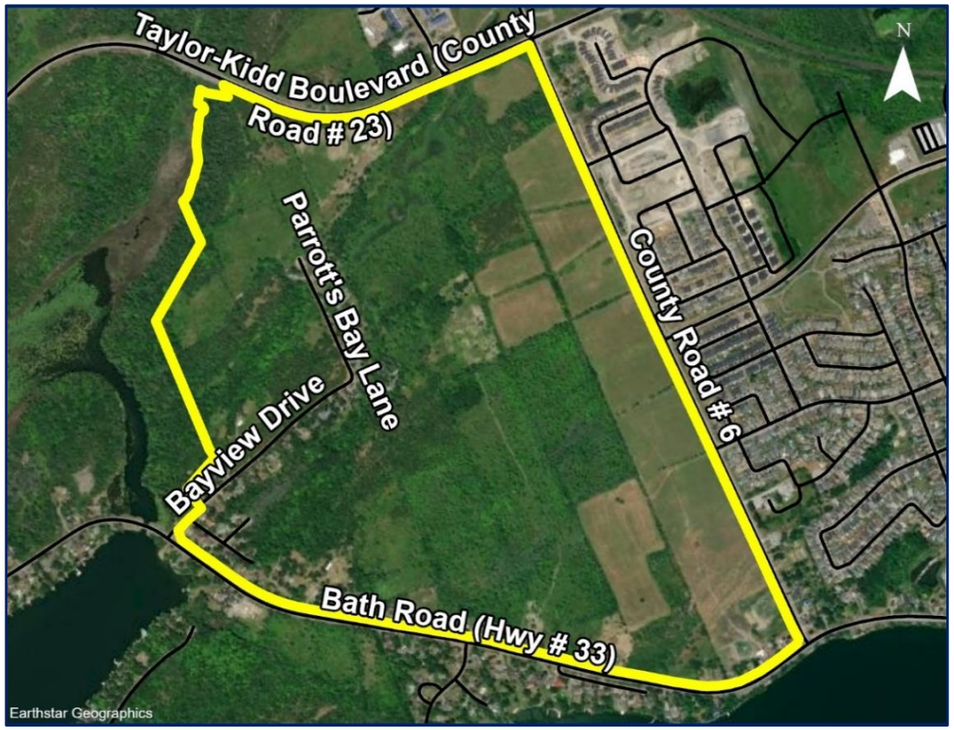
In support of MCEA process for a Master Plan and the Secondary Plan, the following works have been undertaken:

- An assessment of necessary infrastructure (e.g., roads, water and wastewater, transportation, including active transportation, storm and sanitary services);
- Completion of a study of existing natural heritage conditions in the Secondary Plan Area, including a review of the natural heritage features (terrestrial and aquatic);
- Identification and analysis of natural hazards (e.g., erosion hazards) to ensure that future development is directed away from areas where there is an unacceptable risk to public health and safety, or property damage, and will not create new or aggravate existing hazards;
- Completion of a cultural heritage and resource assessment to ensure the conservation of existing significant built heritage resources, significant cultural heritage landscapes, and significant archaeological resources;
- Compilation of the existing conditions in the Secondary Plan Area to support the development of three (3) land use concepts for the Secondary Plan; and
- Evaluation of the three (3) land use concepts to determine a Preferred Option for Amherstview West, which constitutes **Schedule A – Land Use Plan**, as detailed in **Section 4 Land Use Plan** of this Plan.

1.2 Secondary Plan Area

The Secondary Plan Area, as shown in **Figure 1-2**, 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, and County Road 6 and the existing built-up area in Amherstview to the east.

Figure 1-2: Secondary Plan Area



2 Growth Management

As part of the Secondary Plan process, a growth management analysis is required to assess the ability to accommodate projected future residential and employment growth and development in the Secondary Plan Area. A Growth Management Report (2021; Updated January 2025) was prepared that identified population, dwelling, and employment allocations for the Secondary Plan Area to the year 2046, as well the identification of the required land areas to be designated Residential and Commercial in the Secondary Plan Area.

The population of Amherstview West is expected to grow by approximately 2,420 people by 2046. It is anticipated that approximately 1,092 residential units in Amherstview West by 2046 will be added to Amherstview West by 2046.

Residential Land Needs

As shown in **Table 2-1**, the results of the residential land analysis based on the Growth Management Report indicate that 20.47 net hectares of residential land will be required to accommodate the 1,000 residential dwelling units to be added to Amherstview West by 2046. Low density residential (550 units) will require 14.67 net hectares of land, 5.47 net hectares for medium density residential (410 units), and 0.33 net hectares for high density residential (40 units).

Table 2-1: Residential Land Needs Analysis – Amherstview West (Unplanned Parcels) (2022)

Residential Designation (Dwelling Types)	Dwelling Type Proportion - Target	Residential Land Demand		
		Dwelling Units (of 1,092)	Max. Gross Density (units/net ha)	Land Requirement (net ha)
Low Density	55%	550	37.5	14.67
Medium Density	41%	410	75	5.47
High Density	4%	40	120	0.33
Net Residential Land Demand			**20.47 net ha**	
Gross Residential Land Demand greater 25%)			**25.89 ha**	

*The net area applies to a gross-up factor of 25% for infrastructure, parks, etc. Figures are rounded.

Table 2-2: Residential Lands Analysis – Amherstview West (Unplanned Parcels) (2025)

Residential Designation (Dwelling Types)	Dwelling Type Proportion - Target	Residential Land Demand		
		Dwelling Units (of 1,092)	Max. Gross Density (units/net ha)	Land Requirement (net ha)
Low Density	58.8%	642	37.5	19.92
Medium Density	37.5%	410	75	5.47
High Density	3.7%	40	120	0.33
Net Residential Land Demand			**25.72 net ha**	
Gross Residential Land Demand greater 25%)			**32.15 ha**	

*The net area applies to a gross-up factor of 25% for infrastructure, parks, etc. Figures are rounded.

A Growth Study was completed by Watson & Associates Economists Ltd. in September 2023 on behalf of the County of Lennox and Addington. Section 6.2 Urban Land Needs Assessment, 2023 to 2048 identified that there will be a surplus of designated urban lands in the County's Settlement Areas, with the exception of Amherstview which is anticipated to have a forecast residential housing supply deficit of 105 units. The Study recommends that based on an average density of approximately 15 units per gross developable hectare, an additional seven (7) gross hectares of residential land be accommodated for in the Amherstview West Secondary Plan Area for a 2046 planning horizon.

If the same 25% gross-down factor is applied, this would result in approximately 5.25 net hectares being added to Amherstview West within the 25-year planning horizon. As such, the Residential Lands Needs Analysis is updated as shown in **Table 2-2**.

Commercial Land Needs

The results of the commercial employment land analysis show that approximately 1.32 net hectares (1.65 gross hectares) of commercial employment land (i.e., Highway Commercial) will be needed to accommodate the forecasted commercial jobs.

Based on community input, the commercial land needs will also include an additional 1.2 net hectares (1.5 gross hectares) of land specifically for neighbourhood commercial uses (i.e., Mixed Use Commercial) that are intended to support the surrounding residential subdivisions.

The County Growth Study did not result in a change to the projected commercial land needs for the Secondary Plan Area.

3 Vision and Guiding Principles

The goal for the Secondary Plan is to provide a vision for the future community of Amherstview West. The Secondary Plan considers the near-term needs of local residents and property owners, as well as requirements based on the anticipated growth needs as summarized in the Growth Management Report for Amherstview West (July 2021; updated November 2022; and November 2023). Additionally, the Secondary Plan aims to articulate a long-term land use vision for Amherstview West based on visioning activities (**Figure 3-1**) and consultation with local landowners and the public.

3.1 Vision for Amherstview West

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

a) A Vision and Guiding Principles for development and redevelopment in the Secondary Plan Area;

b) Policies and Urban Design Guidelines for the Secondary Plan Area;

c) A Land Use Plan illustrating the overall land use, and transportation and active transportation network;

d) Supporting schedules illustrating specific transportation elements, gateway locations, and potential servicing options; and

e) An implementation strategy for cost sharing agreements.

The following 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 distinct, family-oriented and climate change resilient area with a quaint "small town" feel, providing a balance and excellent quality of life for residents and a peaceful and natural environment to live, grow, and visit.

Figure 3-1: Vision Cloud for Amherstview West



3.2 Guiding Principles

The following nine (9) Guiding Principles have been developed to implement the Vision Statement:

1. Accommodate urban development in a westerly direction in Amherstview as directed by the Township Official Plan;
2. Recognize existing residential neighbourhoods and ensure future development or redevelopment is complementary and sustainable to the area;
3. Ensure that future residential and commercial development in Amherstview West is planned in an orderly, environmentally protective, and efficient manner;
4. Strengthen Amherstview's commercial base and enhance opportunities for new amenities and economic development in Amherstview West;
5. Respect the existing character of Amherstview West and ensure the preservation and protection of provincially significant natural features, and other important natural features;
6. Land use designations, planning, and development will consider impacts on health and wellbeing, especially for vulnerable populations;
7. Provide appropriate transportation connections that facilitate a pedestrian-oriented, active and vehicular transportation network within the Secondary Plan Area and to the surrounding communities;
8. Introduce Urban Design Guidelines related to access and circulation, built form, open space and amenities that include tree and shade coverage. Site sustainability and climate change will also be included to guide future development in the Secondary Plan Area; and
9. Provide a framework for implementation of the Secondary Plan.

4 Land Use Plan

The Land Use Plan for Amherstview West, as illustrated in **Figure 4-1**, has been developed from the findings of the background technical studies, Vision Statement, and Guiding Principles.

The Land Use Plan is also the result of the engagement program that was undertaken throughout the Secondary Plan Study with local residents and landowners, the public, and input from Township staff, external agencies, and the Technical Advisory Committee and Coordinating Committee. The Land Use Plan considered the policy objectives in the County of Lennox & Addington Official Plan (2016, Consolidated Version February 13, 2018 and the Loyalist Township Official Plan (Approval: March 23, 2022), and is consistent with the Provincial Planning Statement (2024).

The purpose of the Land Use Plan, Urban Design Guidelines, as well as the Implementation Strategy and Phasing of Development is to provide a road map to guide future development in the community of Amherstview West.

The Land Use Plan and a summary of the land distribution for the Secondary Plan Area are found in the following section of this Plan.

4.1 Land Use Distribution

Based on **Schedule A – Land Use Plan** (also shown in **Figure 4-1**), **Table 4-1** lists the land use distribution in the Secondary Plan Area.

Table 4-1: Land Use Distribution

Land Use	Required Area		Proposed Area	
	(Hectares-Ha)	(Acres-Ac)	(Hectares-Ha)	(Acres-Ac)
Low Density Residential				
Existing	N/A	N/A	21.81	53.89
Proposed	19.92	49.22	24.67	60.96
Total			41.92	103.59
Medium Density Residential	5.47	13.52	6.09	15.05
High Density Residential	0.33	0.82	1.02	2.52
Mixed Use Commercial*	1.2	2.97	3.01	7.44
Highway Commercial	1.3	3.21	4.76	11.76
Institutional	3.23	8	4.15	10.25
Parks / Open Space	6.05	14.95	6.06	14.97
Future Development Area	N/A	N/A	103.3	255.26

*Beyond commercial employment land requirement identified in the Growth Management Report for Amherstview West (Updated January 2025). It is noted that the proposed commercial land areas in the Secondary Plan exceed the requirement in the Growth Management Report in order to implement the vision for a mixed-use main street (i.e., extension of Amherst Drive) in the Secondary Plan. Further, the policies in Section 4.2.1 of this Secondary Plan generally restrict single residential entrances from Collector Roads.

Table 4-2 identifies potential unit counts and housing densities for the undeveloped lands in Amherstview West (Phases 1-3).

Table 4-2: Housing Units and Densities (Phases 1-3)

Dwelling Type	# of Dwelling Units	Area (Ha)	Area (Ac)	Gross Residential Density (# of Units / Area (ha))
Low Density Residential (Proposed)	642	24.67	60.96	29.93
Medium Density Residential	410	6.09	15.05	94.04
High Density Residential	40	1.02	2.52	27.97
Total	1,092	31.78	78.53	

The housing mix is summarized as a percentage of the total number of units proposed for Phases 1 to 3 of development in the Secondary Plan Area:

- Low Density Residential: 58.8%
- Medium Density Residential: 37.5%
- High Density Residential: 3.7%

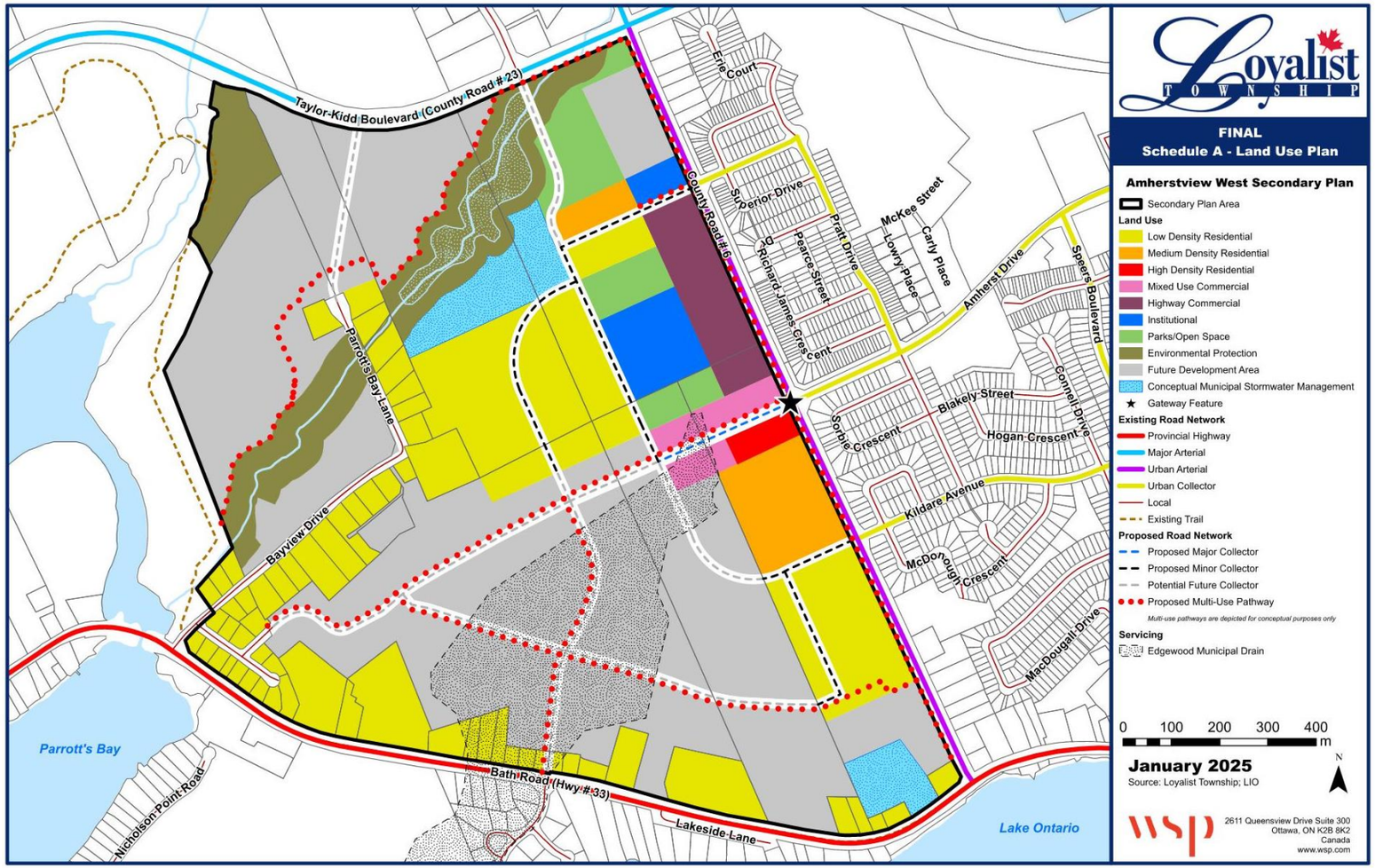
4.1.1 Land Use Designations and Overlays

As indicated on **Schedule A – Land Use Plan**, the following land use designations shall apply to lands within the Secondary Plan Area:

1. Low Density Residential;
2. Medium Density Residential;
3. High Density Residential;
4. Mixed Use Commercial;
5. Highway Commercial;
6. Institutional;
7. Parks /Open Space;
8. Environmental Protection; and
9. Future Development Area.

In addition, the Environmentally Sensitive Areas and Regulated Area – Hazard Lands Policy Overlays will apply to certain lands in the Secondary Plan Area, as shown in **Schedule C – Environmental Constraints**.

Figure 4-1: Land Use Plan



4.1.1.1 General Land Use Policies

The following policies apply to all land use designations in the Secondary Plan:

a) Public parks, home occupations, bed and breakfast establishments, and daycare facilities shall be permitted in all Residential land use designations in the Secondary Plan Area.

b) Child care homes and home-based daycares shall be permitted in accordance with the policies in Section 7.3.5.5 of the Township OP.

c) Public utilities, including infrastructure, and utility installations in appropriate locations shall be permitted in all land use designations in the Secondary Plan Area in accordance with Section 9.3.2 of the Township OP. Installation of infrastructure and utilities shall be subject to the policies in Section 9 of the Township OP.

4.1.1.2 Low Density Residential

The Low Density Residential designation applies to the lands that are generally located centrally to the Secondary Plan and west of County Road 6, as well as a portion of the lands south of Kildare Avenue, the existing residential properties along Bath Road (Highway 33), Bayview Drive, Brooklands Park Avenue, Harrow Court, and Parrott's Bay Lane, as indicated on **Schedule A – Land Use Plan**. This designation supports a mix of lower density residential forms that reflect the predominant low-rise character in the existing adjacent built-up area of Amherstview.

a) Permitted uses within the Low Density Residential land use designation shall be consistent with those in Section 5.7.1.5 Low Density Residential of the Township OP and include: single-detached dwellings, semi-detached dwellings, duplexes, and accessory uses.

b) Streetfront or row dwelling houses may be permitted in the Low Density Residential designation, subject to a Zoning By-law Amendment and the following policies:

   i. The maximum building height of streetfront or row dwelling houses shall be two (2) storeys;

   ii. Streetfront or row dwelling houses shall conform to the policies of Section 4.1.1.2 of this Secondary Plan and Section 5.7.1.5 of the Township OP;

   iii. The total number of streetfront or row dwelling house units shall not exceed 25% of the total number of dwelling units proposed in a Draft Plan of Subdivision or Condominium; and

   iv. Landscaped areas shall be provided in order to provide a privacy buffer from adjacent existing and proposed low density residential development.

c) In accordance with the Township OP, Policy 5.7.1.5(a), the maximum net residential density shall be 37.5 units per net hectare.

d) This land use designation is applied to the existing residential properties along Bath Road (Highway 33), Bayview Drive, Brooklands Park Avenue, and Parrott's Bay Lane. These uses should continue to function as residential uses in accordance with the implementing Zoning By-law Amendment for this Plan.

e) Secondary units shall be permitted in accordance with the policies of Section 7.3.3 of the Township OP.

4.1.1.3 Medium Density Residential

The Medium Density Residential designation is intended to encourage more compact development in Amherstview, and a range of housing types.

a) In accordance with the Township OP Section 5.7.1.6 Medium Density Residential, the Medium Density Residential designation permits: triplexes, quadruplexes, maisonettes, row or cluster housing, converted single-detached dwellings creating not more than four (4) dwelling units, streetfront or row dwelling houses, back-to-back townhomes, stacked townhomes, low-rise apartments (four (4) storeys or less), and accessory uses.

b) Secondary units shall be permitted in accordance with the policies of Section 7.3.3 of the Township OP.

c) In accordance with Policy 5.7.1.6, Policy b) of the Township OP, the maximum net residential density shall be 75 units per net hectare.

d) New development in the Medium Density Residential designation shall proceed in accordance with the policies in the Township OP, Section 5.7.1.6.

4.1.1.4 High Density Residential

The purpose of the High Density Residential designation is to permit higher-density residential forms in the Secondary Plan Area.

a) Permitted uses in the High Density Residential designation include the following medium-density residential uses: stacked townhomes and low-rise apartments. Apartment dwellings shall also be permitted in the High Density Residential designation. The maximum permitted density shall be 120 units per net hectare and the minimum permitted density shall be 75 units per net hectare.

b) Ground floor commercial uses are permitted where the building fronts onto Amherst Drive, however stand-alone commercial uses are not permitted.

c) The maximum building height shall be limited to eight (8) storeys.

d) New development in the High Density Residential designation shall proceed in accordance with the policies in the Township OP, Section 5.7.1.7. Permitted uses in this designation shall be subject to Section 4.1.1.4, Policy a) of this Secondary Plan.

4.1.1.5 Mixed Use Commercial

The Mixed Use Commercial designation shall generally apply to the lands in Amherstview West along the future extension of Amherst Drive. The intent of this designation to allow a range of complementary neighbourhood commercial uses that will serve the future community, as well as certain residential uses in order to establish a compact and pedestrian-focused urban main street in Amherstview West.

a) It is anticipated that the extension of Amherst Drive to the west into the Secondary Plan Area will be developed as a main street at the core of the community and shall be framed by active, street-oriented neighbourhood commercial and mixed-use buildings.

b) Mixed-use development is permitted in accordance with the Township OP, Section 5.7.5.3, Policy c) and shall be strongly encouraged in this designation.

c) Permitted uses in the Mixed Use Commercial designation include those commercial uses that serve the daily needs of local residents and are as follows:

   i. Non-residential uses: Small-scale commercial uses such as restaurants and cafés, retail stores, retail food stores, convenience stores, personal services (i.e., offices, salon, daycare). Community facilities, such as a community centre, located on the ground floor of mixed-use developments shall also be permitted.

   ii. Residential uses: Dwelling units in the upper storeys of a building.

d) The minimum building height within the Mixed Use Commercial designation shall be two (2) storeys.

e) Where main buildings are located to abut the public right-of-way, buildings shall be designed in such a manner to orient towards the public realm and the ground floor level shall be designed to have active frontage along the street with clear windows and functional entrances on the front building façade.

f) Surface parking areas shall not be located between the public right-of-way and the front building façade abutting the street.

g) Parking garage entrances and loading areas shall, where possible, be located on a different wall than the front wall of a building abutting a street.

h) Proposed development within the Mixed Use Commercial designation shall be required to demonstrate how it meets the design objectives for a main street as detailed in the Amherstview West Urban Design Guidelines.

4.1.1.6 Highway Commercial

The intent of the Highway Commercial designation is to allow for a variety of larger format commercial uses that require larger lots for development and access to a Collector Road.

a) Permitted uses include a full range of commercial uses, such as: retail stores, including food retail stores and grocery stores, restaurants, places of entertainment, hotels, motels, and offices.

b) Residential uses are not permitted.

c) Internal walkways for new developments within the Highway Commercial designation shall be encouraged.

d) Buffering will be provided between commercial developments and residential development on adjacent lands, as well as between surface parking lots and pedestrian sidewalks.

e) Consideration shall be given to pedestrian lighting to meet accessibility needs.

4.1.1.7 Institutional

Lands designated as Institutional indicate where uses such as planned community facilities and schools are anticipated to be developed. Additionally, other institutional uses such as public uses, daycare facilities, places of worship, places of assembly, ambulance bases, and firehalls are permitted. Such uses are envisioned to support the increased density of the Amherstview West community. Locations for a future elementary school and community facilities have been identified on **Schedule A**.

a) One (1) of the blocks designated as Institutional identifies the reserved lands for a future elementary school site to serve the future community of Amherstview West as follows:

   i. One (1) elementary school block of approximately 3.2 ha to 4 ha (8 - 10 ac) has been identified to be centrally located in the Secondary Plan Area in **Schedule A**.

   ii. The location and size of the future elementary school site has been provided central to Amherstview West to accommodate the identified interest and strategic direction by the school board, which includes access from a Collector Road and siting adjacent to lands designated as Parks and Open Space. Site allocation to the school board would be determined as part of the Plan of Subdivision process. If the site is not to be utilized as a school, consideration should be given to using the school block for other institutional, community, or residential purposes. An Official Plan Amendment shall be required should the lands be proposed for any use not permitted in the Institutional designation. and shall be subject to a rezoning to determine the appropriate use.

b) New community facilities may be located in standalone public buildings or integrated into private developments, such as on the ground floor of mixed-use developments.

c) The creation of new community facilities shall be based on the timing of development, the needs of the local community and greater Township, and the ability of the municipality to secure partnerships, financing, space, land, and/or facilities.

d) A community facility shall only be permitted where it is noted as a permitted use in the applicable land use designation. An Official Plan Amendment shall be required should the lands be proposed for any use not permitted in the Institutional designation.

4.1.1.8 Parks / Open Space

The locations of future public parks are shown conceptually on **Schedule A.** Lands designated as Parks / Open Space are intended to contribute to Loyalist's parks and open space system by accommodating a full range of active and passive recreational uses. The parks to be provided include three (3) community parks, two (2) of which will be located adjacent to a potential future elementary school.

a) Public parks, community facilities, including cultural facilities and recreational facilities shall be permitted on the park blocks shown on **Schedule A**. Encouraged uses and features shall include: play areas, sports fields, trekfit parks, community gardens, picnic / seating areas, and gathering areas, such as a gazebo or outdoor amphitheatre. The location and design of these features should consider strategic siting in shaded areas.

b) Uses in support of the primary park function are also permitted uses in this designation and include, but are not limited to: trails, washroom and wash station facilities, parking lots.

c) Commercial uses secondary to, and in support of the primary park function shall also be permitted, such as a farmers' market or a temporary pop-up market, and food trucks.

d) Increased tree and shade coverage shall be located in gathering spots, parks, and recreational areas.

e) All parks will be developed in accordance with the applicable Parks and Recreation Master Plan and with consideration to the Resilient Loyalist Township Climate Action Plan

4.1.1.9 Municipal Stormwater Management

For lands identified as Municipal Stormwater Management, two (2) stormwater management ponds are required to service the Secondary Plan Area within the 25-year horizon. It is anticipated that stormwater management ponds will be located south of Lost Creek and Taylor-Kidd Boulevard as well as northwest of the intersection of Bath Road (Highway 33) and County Road 6.

The exact location and configuration of the stormwater management ponds, and any wastewater facilities will be determined during detailed design, as part of a plan of subdivision and/or site plan control application. These infrastructure works will be based on any applicable Township Design Guidelines and based on details from the Township's Infrastructure Master Plan.

4.1.1.10 Future Development Area

The lands designated as Future Development Area currently cannot be supported for development due to the 25-year planning horizon of the Secondary Plan and current growth projections that were available at the time of writing of this Secondary Plan. Should lands within the Future Development Area designation be required for development within the Secondary Plan planning horizon due to growth needs in Amherstview West, development may be permitted subject to an Official Plan Amendment and required studies, such as a growth study that demonstrates additional land needs for future population, housing, and employment growth in Amherstview.

a) Permitted land uses in the Future Development Area designation include those that were legally existing at the time of adoption of this Secondary Plan.

b) The growing of crops shall be permitted. Farm operations that include uses other than the growing of crops, such as the keeping of livestock shall not be permitted, unless in accordance with Policy a) above.

c) No development in the Future Development Area will be permitted without an Official Plan Amendment in accordance with Section 10.19 Official Plan Amendments and Review, until the following have been completed to the satisfaction of Township staff:

    i. Completion of technical studies deemed as required by the Township. Required studies and documents may include, but are not limited to:

        a. A Growth Study that confirms that the population needs warrant the additional land for development;

        b. A development proposal or study that proposes the provision of an appropriate range and mix of housing typologies, phasing strategy, outline of appropriate policies for the proposed uses, and the provision of land for commercial, residential, recreational, institutional, and open space needs.

        c. An Environment Impact Statement (EIS) to demonstrate that the existing natural heritage system, including any significant wetlands, woodlands, and valleylands will not be adversely affected by additional development.

d. A Transportation Impact Assessment to demonstrate that the proposed local roads as part of the development, as well as surrounding road network can accommodate additional development, as well as safe active transportation including walking and cycling.

e. Stage I Archaeological Assessment to determine if there are archaeological resources in the Secondary Plan Area.

f. Urban Design Brief to demonstrate how the proposed development meets the direction set out in the Urban Design Guidelines for Amherstview West.

ii. Completion of required environmental and technical studies on those lands identified as Environmental Sensitive Areas and Regulated Area – Natural Hazards on **Schedule C**;

iii. Review of future trail and collector road network development;

iv. Review of future servicing connections including watermain looping along Taylor-Kidd Boulevard (County Road 23) and Bath Road (Highway 33); and

v. Review of future stormwater management facilities and wastewater pumping station facilities.

d) Notwithstanding Policy b) above, minor additions/expansions to legally existing uses and the development of accessory structures to existing permitted uses may be permitted so long as they are in close proximity to the existing dwelling or farm building cluster.

e) Where a parcel within a Future Development Area designation, having a minimum size of 20 hectares, is occupied by an existing dwelling, a Consent application to sever a residential lot containing such a dwelling may be supported, provided the following policies are satisfied:

i. The residential lot will be limited to a minimum size needed to accommodate the existing residential use so as to maximize the size of the retained Future Development Area designation for its intended urban use;

ii. The residential lot has direct frontage and access to an existing public road;

iii. The residential lot is at the periphery of lands designated as Future Development Area, and is within or immediately abutting existing residential developments;

iv. Future roads and infrastructure required in support of the Secondary Plan will not be obstructed by the creation of the residential lot; and

v. That a supporting application for a Zoning By-law Amendment be submitted to place the residential lots within an appropriate Zone, and that approval of the rezoning be a condition of approval of the Consent. An Official Plan Amendment would still be required to designate the residential lots in the appropriate land use designation as per the policies of this section for the Future Development Area designation.

vi. Notwithstanding Section 4.1.1.10 Policies c) and d), supporting studies may not be necessary or may require scoping to reflect the minor scale of development being proposed.

4.1.1.11 Environmental Protection

Lands designated as Environmental Protection include lands that encompass the Parrott's Bay Conservation Area, the Lost Creek watercourse that traverses the Secondary Plan Area northeast to southwest, and the associated meadow marsh wetland that adjoins the Lost Creek. These areas and features are designated as such to recognize their high ecological value. The Environmental Protection designation has also been applied to lands within a 50 m buffer of the Lost Creek and within 30 m of the associated meadow marsh wetland to protect the significant natural and hydrologic connection between Parrott's Bay and Bayview Bog. It is the intent that these lands be protected from development in order to ensure their continued preservation and conservation.

a) In accordance with the Township OP, Section 5.2.2.1, permitted uses in the Environmental Protection designation include those which promote the preservation and conservation of the natural environment such as: existing agricultural operations, passive outdoor recreation (exclusive of golf courses), forestry, and conservation.

b) Infrastructure shall not be permitted to be located in lands in the Environmental Protection designation.

c) Development and site alteration shall not be permitted on lands designated as Environmental Protection unless otherwise indicated in Section 5.2.2.2 of the Township OP.

d) The Cataraqui Region Conservation Authority shall be involved in any pre-application consultation process for any development located adjacent to Environmental Protection lands in the Secondary Plan Area.

e) All other policies in Section 5.2.2 Environmental Protection Areas in the Township OP shall apply.

4.1.1.12 Environmentally Sensitive Areas Overlay

The purpose of the Environmentally Sensitive Areas Overlay shown in **Schedule C – Environmental Constraints** is to protect the existing ecological features that are present within the Secondary Plan Area. These features include: significant woodlands and valleylands, unevaluated wetlands, fish habitat, wildlife linkages and corridors, and adjacent lands.

a) Permitted uses in the Environmental Sensitive Areas Overlay include those permitted in accordance with the applicable land use designation shown on **Schedule A**.

b) Setbacks are required adjacent to all watercourses and unevaluated wetlands in the Secondary Plan Area. This setback is to be 30 m from the normal high water mark or 15 m from top of bank, whichever is greater, unless greater setbacks apply for watercourses/unevaluated wetlands that are designated Environmental Protection in accordance with Section 4.1.1.11.

c) Development in Environmentally Sensitive Areas may be permitted in accordance with the policies contained in the Township OP, Section 5.2.3. Additionally, development shall not be permitted within 120 m of the Parrott's Bay Provincially Significant Wetland or Bayview Bog Provincially Significant Wetland, unless an Environmental Impact Study prepared by a qualified professional demonstrates that there will be no negative impact to the feature as a result of development.

d) In accordance with the Township OP, Section 5.2.3, an Environmental Impact Study shall be required at the time of a development application for development proposed in the Environmentally Sensitive Areas Overlay, as identified by the Township.

4.1.1.13 Regulated Area – Hazard Lands Overlay

The Regulated Area – Natural Hazard Areas Overlay shown in **Schedule C** lands that have been identified by the Cataraqui Region Conservation Authority as hazardous lands that could be unsafe for development due to flooding or erosion.

a) The policies in the Township OP, Section 5.2.4 Natural Hazard Areas shall apply to these lands. The Township shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

b) Generally, development shall be directed away from lands within the Natural Hazards Area Overlay.

c) Future development proposed adjacent to watercourses within this Overlay may require the submission of a technical study such as, but not limited to a: Slope Stability Report, Geotechnical Report, Flood Plain Analysis, etc. in accordance with the Township OP, Section 5.2.4.1(e).

d) For development proposed on lands in the Secondary Plan identified as inferred or potential karst on **Schedule C**, proponents may be required to submit a karst screening or karst assessment as part of a Geotechnical Report. Minor development on existing developed lots and Consents for Legal or Technical Reasons or to sever a residential lot containing an existing dwelling, will generally not be required to undertake such an assessment.

4.2 Transportation Network

Schedule B – Transportation Network outlines a future and potential Collector Road as well as a trail network with the goal of creating a safe and efficient transportation network for all modes of travel and for all users.

The internal road network in Amherstview West will include accesses to the Secondary Plan Area from County Road 6 opposite Walden Pond Drive, Amherst Drive and Kildare Avenue. Both traffic signal control and roundabout control at these access intersections have been evaluated and are anticipated to provided acceptable traffic operations at all accesses. Traffic control improvements (roundabout) along Amherst Drive at the intersections with Speers Boulevard have also been evaluated to accommodate future traffic.

The intersection of County Road 6 and Taylor-Kidd Boulevard (County Road 23) has been converted to a roundabout by the County of Lennox and Addington. While the single-lane configuration of the roundabout would be sufficient to accommodate the low growth scenario volumes, expansion to a two-lane roundabout may be required if the 2046 high growth volumes are realized. Continued monitoring of traffic volumes at this location should be undertaken to confirm the growth at this location over the continuing development in Amherstview.

4.2.1 Road Network

The following policies shall apply to future roads in the Secondary Plan Area:

a) It shall be the condition of any development approval, that a landowner provides property as required for public or private roads and access easements to adjacent properties, as required.

b) All roads and accesses must facilitate the safe movement of all types of movements, including pedestrians, cyclists, and motor vehicles.

c) Public and private access must accommodate the proposed use and loading requirements as set out in the Township's Zoning By-law.

d) The design of the local road network shall be consistent with the road and transportation policies in the Township OP.

e) Ensure provisions are in place for planning safe active transportation facilities including sidewalk and cycling infrastructure on and to the Collector Roads. Pedestrian lighting shall be considered.

f) An amendment to this Secondary Plan shall not be required should additional County Road works be identified, following the date of adoption of this Secondary Plan.

g) As shown on **Schedule B**, the proposed roads to be developed within the 25-year horizon of the Secondary Plan shall be classified into Major, Minor, and Local categories with an overarching goal of consolidating and limiting entrances on larger roads to ensure service standards are met.

   i. Single residential entrances are not desirable on Collector Roads, however preference may be given to unique and efficient layouts that promote and enhance a sense of community, traffic and pedestrian safety without impacting levels of service. These may include developments which side or back onto collectors or have private laneway access.

   ii. Minor Collector Roads may support larger single residential lots with single entrances or unique alternatives in accordance with Section 4.2.1(h)(ii)(d)(1).

h) The general road categories for Amherstview West are as follows:

   i. **Proposed Major Collector Roads**:

      a. Major Collector Roads shall connect neighbourhoods, distribute traffic to and from Arterial Roads, and will provide access to adjacent land uses.

      b. Right-of-way widths up to 26 m and 30 m shall be required, with on-street parking generally permitted.

      c. Sidewalks shall be required on both sides of the road, as well as multi-use pathways located in larger right-of-ways, as shown on **Schedule B**.

      d. Access shall be restricted to Major Collector Roads, with access points consolidated where possible in accordance with the following:

         1. Accesses for single-detached dwellings, semi-detached dwellings, and townhouse dwellings shall not be permitted.

         2. Single entrances shall be consolidated for mixed-use and multi-residential developments. Stacked

townhomes, back-to-back townhomes and low-rise apartments are also permitted to have a single entrance when consolidated with mixed use and/or high density residential developments.

3. Laneway accesses for higher-density developments such as stacked townhouse dwellings or back-to-back townhouse dwellings may be permitted.

i. **Proposed Minor Collector Roads**:

a. Minor Collector Roads shall connect neighbourhoods, distribute traffic to and from Arterial Roads, and will provide access to adjacent land uses.

b. Right-of-way widths up to 23 m shall be required, with on-street parking generally restricted. Two (2) travel lanes shall be required.

c. Sidewalks shall be required on both sides of the road, as well as multi-use pathways located in larger right-of-ways, as shown on **Schedule B**.

d. Access to Minor Collector Roads shall be partially controlled in accordance with Policy 4.2.1(g)(ii), except for:

1. Access to lots with single-detached dwellings shall be permitted provided the lot frontage is 14 m or larger. Alternative lot layouts and sizes would be considered provided they do not negatively impact Township operations.

i) **Schedule B** identifies Potential Future Collector Roads, conceptually could be considered by the Township beyond the 25-year planning horizon, or in accordance with local growth and development needs. The Township shall carry out an Environmental Assessment (EA) to determine feasibility of the development of Potential Future Collector Roads, including potential road closures, as required. Through the EA process, the exact alignment of the Collector Roads would be determined, and through the detailed design phase.

j) Minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassifications, or alteration of a proposed alignment shall not require an amendment to the Secondary Plan.

4.2.2 Conceptual Multi-Use Path Network

Schedule B identifies a conceptual network consisting of multi-use pathways throughout the Secondary Plan Area that can be used by pedestrians and cyclists. It is the goal of this proposed trail network to provide connections for pedestrians and cyclists to access Amherstview West from the surrounding areas of Loyalist Township, have a means of traveling throughout the Secondary Plan Area, and access key locations, such as community facilities, parks, schools, residential and commercial areas.

Generally, the conceptual trail network will provide an east-west connection through Amherstview West. The multi-use pathway to the northwest of the Secondary Plan Area shall link the existing trails around Parrott's Bay Conservation Area to Loyalist East Business Park located north of Taylor-Kidd Boulevard (County Road 23). The

second multi-use pathway connection initiates at the terminus of Brooklands Park Drive and continues east, connecting to County Road 6 at four (4) points:

1. The intersection of County Road 6 and Taylor-Kidd Boulevard (County Road 23);
2. Walden Pond Drive;
3. Amherst Drive; and
4. Between Bath Road (Highway 33) and Kildare Avenue.

The second multi-use pathway also redirects north-south from the Amherst Drive extension (i.e., future main street) to the park block at the northeast corner of the Secondary Plan Area, abutting the other community parks and future school block.

The following policies apply to the future trail network:

a) The multi-use pathways shown on **Schedule B** shall be conceptual for planning purposes. Any additions and changes to the alignment of the multi-use pathway system in Amherstview West may be made without amendment to this Secondary Plan.

b) Active transportation in the Secondary Plan Area shall be encouraged to facilitate pedestrian and cyclist connectivity. Where multi-use pathways intersect with Collector and local roads, consideration shall be given to provide a delineated crossing to ensure safety and continuation of the pathway.

c) The development of new multi-use pathways shall be done through the development review process. At the time of a development application, where a multi-use path is identified on **Schedule B** of this Secondary Plan, the Township shall request an easement or right-of-way from the landowner to permit the development of the multi-use trail network in Amherstview West.

d) Multi-use pathways shall be made accessible to all, with adequate services and widths to accommodate all pedestrian movement.

e) Where indicated on **Schedule B**, multi-use pathways shall be encouraged to be constructed with a linear park abutting both sides of the path. The width of each strip of linear park shall be at least 5 m.

4.3 Archaeology

Future developments and municipal infrastructure projects on lands in the Secondary Plan Area that have not been previously cleared of archaeological concerns by the Ministry of Citizenship and Multiculturalism (MCM) are required to undergo an archaeological assessment, or assessments, prior to disturbance.

a) All archaeological assessments are to be conducted in accordance with the Ontario Heritage Act and the MCM's Standards and Guidelines for Consultant Archaeologists (2011).

b) The policies in the Township OP, Section 7.4.4 Archaeology & Marine Archaeology shall apply.

4.4 Water and Sanitary Servicing Network

Policies for servicing in the Secondary Plan Area include the following:

a) Individual developments within the Secondary Plan Area shall require Plan of Subdivision, Plan of Condominium, and Site Plan Control approval and

designs submissions in accordance with any applicable Loyalist Technical Design Guidelines and Infrastructure Master Plan.

b) Service connections are only to be made to the water distribution network and sanitary collection system once the infrastructure has been established to connect to the existing Amherstview system.

4.4.1 Water Servicing

During the development of the internal road network and layout of development parcels, provision within the public right-of-way and along dedicated servicing easements will be established for the installation of a looped water distribution network which will connect to the existing 300mm and 400mm watermains located along country Road 6. This looped network is to be sized to accommodate the projected growth and future development area growth and will include provision for future looping connections to Bath Road (Highway 33) and Taylor-Kidd Boulevard (County Road 23) in the future.

4.4.2 Sanitary Servicing

Sanitary gravity sewers are to be constructed during the development of the internal road network and layout of development parcels within established servicing easements or right-of-way. The gravity sewer collection systems will connect to the existing Amherstview collection system along Country Road 6 to utilize the existing capacity of the Taylor Kidd Boulevard pumping station and the Lakeview Pumping Station within the 25-year planning horizon prior to the establishment of any new pumping station facilities.

4.5 Climate Change and Resiliency

In addition to the policies contained in the Township OP, Section 3.4 Environmental and Climate Change Goal, the following policies, which are derived from the actions set out in the Resilient Loyalist Township Climate Action Plan (CAP) (Approved February 8, 2021) shall apply in order to encourage climate change and resiliency initiatives in development in the Secondary Plan Area:

a) Growth and development in the community of Amherstview West shall be undertaken strongly considering the integration of watershed level planning, land use planning, and infrastructure planning, and the need to build resilience in the face of climate change through net environmental gains.

b) Trees shall be used to provide shade and cooling as a priority in the design and functionality of pedestrian and cycling networks. Tree retention and planting shall be encouraged by the Township on residential, commercial, and private properties.

c) The inclusion of community gardens in new development and parks in Amherstview West shall be encouraged and celebrated and supported with policy.

d) Pedestrian connections, including sidewalks, walkways, multi-use paths shall consider comfort including shading, protection from heat, wind and extreme weather.

e) Large areas of surface parking shall be designed to incorporate low impact development measures for stormwater management where feasible.

f) The sustainable design direction set out in the Urban Design Guidelines for Amherstview West shall be reviewed in the preparation of development

applications. The Township may require the inclusion of a Climate Change Memo or rationale as part of a Planning Rationale or Urban Design Brief as part of a development application submission.

g) Publicly available user-pay EV charging stations shall be encouraged in the design of parking areas.

4.6 Public Art

It is the intent that the future community of Amherstview West be developed and grow as a distinct community in Loyalist Township. The inclusion of public art (i.e., murals, sculptures, signage, etc.) shall be encouraged in future development in the Secondary Plan Area. Council may consider the development of a Public Art Policy for Loyalist Township and if established, the commissioning of public art in Amherstview West shall be required to comply with the applicable Public Art Policy.

4.7 Gateway and Wayfinding

A gateway location to the Secondary Plan Area is identified on **Schedule A** on the west side of County Road 6, at the extension of Amherst Drive, which will serve as an urban main street into Amherstview West. The following policies shall apply to the gateway feature and wayfinding / signage.

a) Gateway and wayfinding signage should be in high visibility areas.

b) Signage shall be context sensitive and minimize adverse impacts to adjacent land uses.

c) Gateway signage shall be:

i. Developed in conjunction with future works and MTO/County standards.

ii. Designed to meet the standards identified in the Urban Design Guidelines, complementary to the local context.

iii. Contributing to a positive ‘Sense of Arrival’ to the Secondary Plan Area and urban main street through a unified style and look.

iv. Designed to incorporate the Township’s brand colours, fonts and logo, in consultation with the community.

v. Scaled appropriately to cater to both pedestrian and vehicular traffic in terms of its visibility, legibility and destination points.

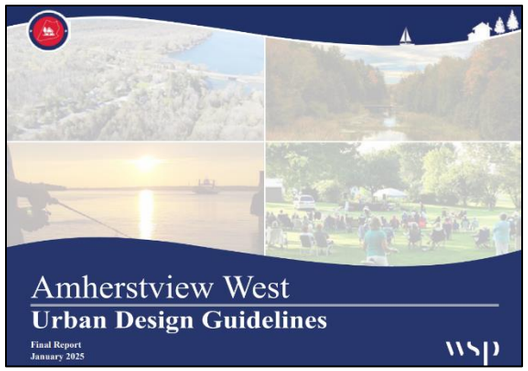
vi. Required to adhere to relevant MTO and County requirements, with appropriate relationship to the County right-of way along County Road 6 and Taylor-Kidd Boulevard (County Road 23).

vii. Located outside clear zones at intersections while being sited to provide clear wayfinding to the community.

viii. Enhanced by landscape planting that is salt tolerant and hardy to the site conditions in keeping with applicable MTO, County, and Township safety and maintenance requirements.

ix. Planted in a manner such that the height of plant groupings do not exceed 3 m from the surrounding grade to its highest element, and not exceed 6 m in length.

4.8 Urban Design Guidelines



The Urban Design Guidelines (UDG) have been developed in support of the Secondary Plan and are intended to guide future development in the Secondary Plan Area. The UDG should be considered in reviewing Zoning By-law Amendment, Plans of Subdivision, and Site Plan applications. Loyalist Township will review all future development applications for the Secondary Plan Area and reserves the absolute right to exercise discretion and judgment in the interpretation, implementation, and enforcement of the UDG.

The intent of the UDG are to address the following:

a) Reflect the vision and land use objectives of the Amherstview West Secondary Plan;

b) Enhance and complement the Amherstview community through the orderly development of a safe and healthy community with a high-quality development based on well designed built form that contributes to a sense of place with buildings and public spaces that are of high quality, climate change resilient, safe, accessible attractive, and vibrant;

c) Contribute to the sense of community through pedestrian, cyclist, and transit connectivity for all ages and abilities;

d) Protect and enhance ecological systems, including natural features, features and functions of the neighbouring Parrott's Bay Conservation Area;

e) Convey current best practices in sustainable development; and

f) Implement the high-level policy direction from the Loyalist Township Official Plan and subsequent Council approved policy documents, including Design Guidelines, and the Council approved Zoning By-law provisions.

5 Phasing and Implementation

The successful implementation of the Amherstview West Secondary Plan requires municipal leadership, a clear and comprehensive framework to guide the administration of the Secondary Plan, and to ensure that the Land Use Plan, Urban Design Guidelines, and Secondary Plan policies achieve the intended outcomes and goals of this Plan. The implementation of the Secondary Plan will also require an amendment to the Township OP and the Zoning By-law.

This section sets out the interpretation, implementation strategy, a framework for cost sharing agreements, and the Secondary Plan amendment process.

The Secondary Plan and implementing Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) require Township Council approval and adoption. Once the Secondary Plan and implementing OPA have gone through the approvals process, and assuming no appeals are filed, the OPA and ZBLA would be in full force and effect. The Secondary Plan will ensure that development within the Secondary Plan Area is implemented in a way that is in conformity with the policies of the County of Lennox and Addington Official Plan and Township OP.

5.1 Interpretation and Administration

a) The Secondary Plan shall be interpreted at the sole discretion of Loyalist Township Council, in consultation, or based on advice from Township staff.

b) The implementation and interpretation of this Secondary Plan shall be in accordance with all other relevant policies of the Township OP. In event of a conflict, the policies of this Secondary Plan will have precedence.

c) Notwithstanding the policies of this Secondary Plan, uses that existed on the date of adoption of this Secondary Plan shall be permitted to continue.

d) An amendment to the text or Schedules of this Secondary Plan may constitute an amendment to the Loyalist Township Official Plan in accordance with Section 10. Further, any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all the applicable policies of the Loyalist Township.

5.2 Amendments to the Secondary Plan

Where changes to the Land Use Plan or Secondary Plan policies are proposed, an Official Plan Amendment will be required, unless otherwise indicated in this Plan. Such changes include, but are not limited to:

a) The location of planned infrastructure improvements;

b) Location of Collector Roads;

c) Removal of Parks /Open Space areas;

d) Changes to the land use designations identified on **Schedule A**; and

e) Changes that may not be in conformity with the strategic direction of the Township OP.

5.3 Implementation and Phasing

The principal tools that will guide the implementation of this Secondary Plan include the preparation of a financial implementation plan for development approval and landowner agreements for shared infrastructure, including Cost Sharing Agreements.

The Secondary Plan will also guide the Zoning By-law Amendment for the Secondary Plan Study Area, Plan of Subdivision, Plan of Condominium, Consent, Minor Variance, and Site Plan approval processes, as well as expenditures by private landowners in the area, where applicable. It is intended that development/redevelopment will conform to the policies and standards that are described in this Secondary Plan. Public streets and park and open space areas will be dedicated to the Township as a condition of subdivision approval.

Development within the Secondary Plan Area shall be phased appropriately in an east to west direction and planned to coincide with the development of the transportation network in **Schedule B**, and the required servicing and stormwater management facilities.

Implementation of any road or infrastructure improvements will follow the Class EA for a Master Plan.

5.4 Cost Sharing Agreements

In order to ensure that property owners within the Amherstview West Secondary Plan Area contribute equally towards the provision of community and infrastructure facilities, property owners shall be required to enter into a cost sharing agreement, as a condition of approval for all Plans of Subdivision/Condominium, and Site Plan applications. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) for community and common public facilities where such costs are not covered under Development Charges or Impost Fees. In those instances where development may not proceed in a phased manner, property owners would still be required to enter into cost sharing agreements that achieve Township objectives for future local residents.

5.5 Development Applications

Development Applications for Zoning By-law Amendment, Plans of Subdivision/Condominium, and Site Plan within the Secondary Plan Area shall include a description and/or illustration as to how the development proposal conforms with this Secondary Plan. Required plans and studies shall be prepared in accordance with the direction provided in the Township OP. Prior to the approval of the development applications, the public will be consulted as legislated under the Planning Act and in Section 10.18 Public Consultation of the Township OP.

5.5.1 Official Plan Amendment

An Official Plan Amendment (OPA) to the Township OP is required to implement the Secondary Plan. The effect of the OPA would be to:

- Add a new **Section 5.7.2.4** to reference the Amherstview Secondary Plan;
- Amend **Section 5.7.5 Commercial General Policies, Subsection 5.7.5.1** to add a reference to Amherstview West;
- Amend **Section 5.7.6 Fringe Area, specifically Subsection 5.7.6.1 General Principles** to remove language noting that development on full municipal services in Amherstview West is not currently planned;
- Amend **Schedules C, C1, G, and I** of the Township OP; and
- Add a new **Schedule F1** in the Township OP.

The Secondary Plan adoption will result in a new Section 5.7.2.4 within the Township OP and will include reference to this Secondary Plan and will also state, “Any changes to the land use designations would be contemplated at the time of a municipal comprehensive review or would require an Official Plan Amendment”.

An amendment to the text or Schedules of this Secondary Plan may constitute an amendment to the Township OP in accordance with Section 10 of the Township OP. Further, any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all the applicable policies of the Loyalist Township OP.

5.5.2 Zoning By-law Amendment

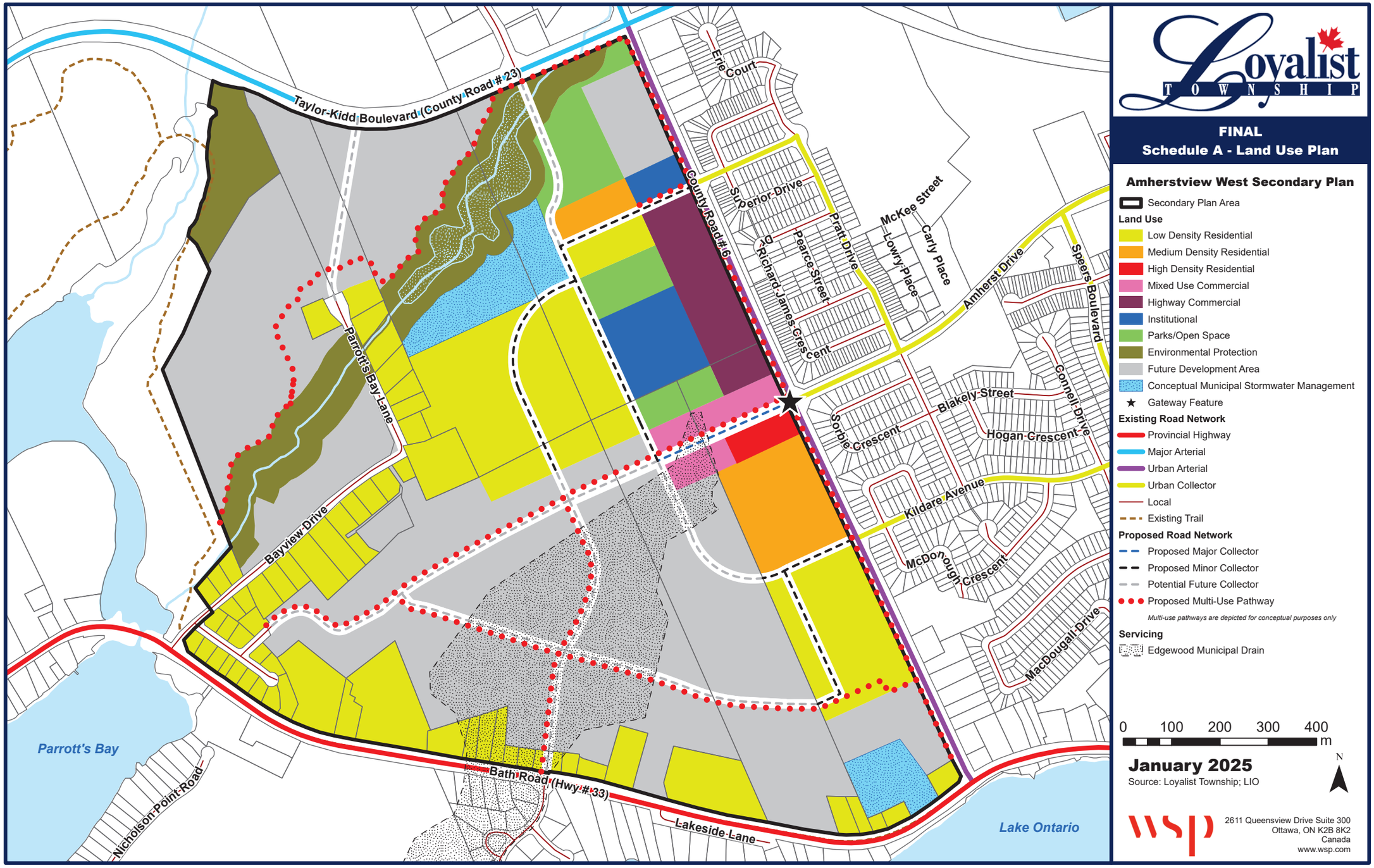
The Township's Zoning By-law shall be amended to implement the policies of this Secondary Plan. The zoning for the Secondary Plan Area lands will reflect the lot sizes and land use designations as illustrated in the Land Use Plan. In addition, many of the Urban Design Guidelines will be implemented through zoning.

1. The permitted uses in the zoning for the Secondary Plan Area will reflect the land use designations as illustrated in **Schedule A – Land Use Plan**.
2. The lot and building performance standards will reflect a range of housing forms and types for Amherstview West.

6 Schedules

The following Schedules form part of this Secondary Plan:

- Schedule A – Land Use Plan
- Schedule B – Transportation Network
- Schedule C – Environmental Constraints



Loyalist Township

FINAL
Schedule A - Land Use Plan

Amherstview West Secondary Plan

- Secondary Plan Area

Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use Commercial
- Highway Commercial
- Institutional
- Parks/Open Space
- Environmental Protection
- Future Development Area
- Conceptual Municipal Stormwater Management
- ★ Gateway Feature

Existing Road Network

- Provincial Highway
- Major Arterial
- Urban Arterial
- Urban Collector
- Local
- Existing Trail

Proposed Road Network

- Proposed Major Collector
- Proposed Minor Collector
- Potential Future Collector
- Proposed Multi-Use Pathway

Multi-use pathways are depicted for conceptual purposes only

Servicing

- Edgewood Municipal Drain

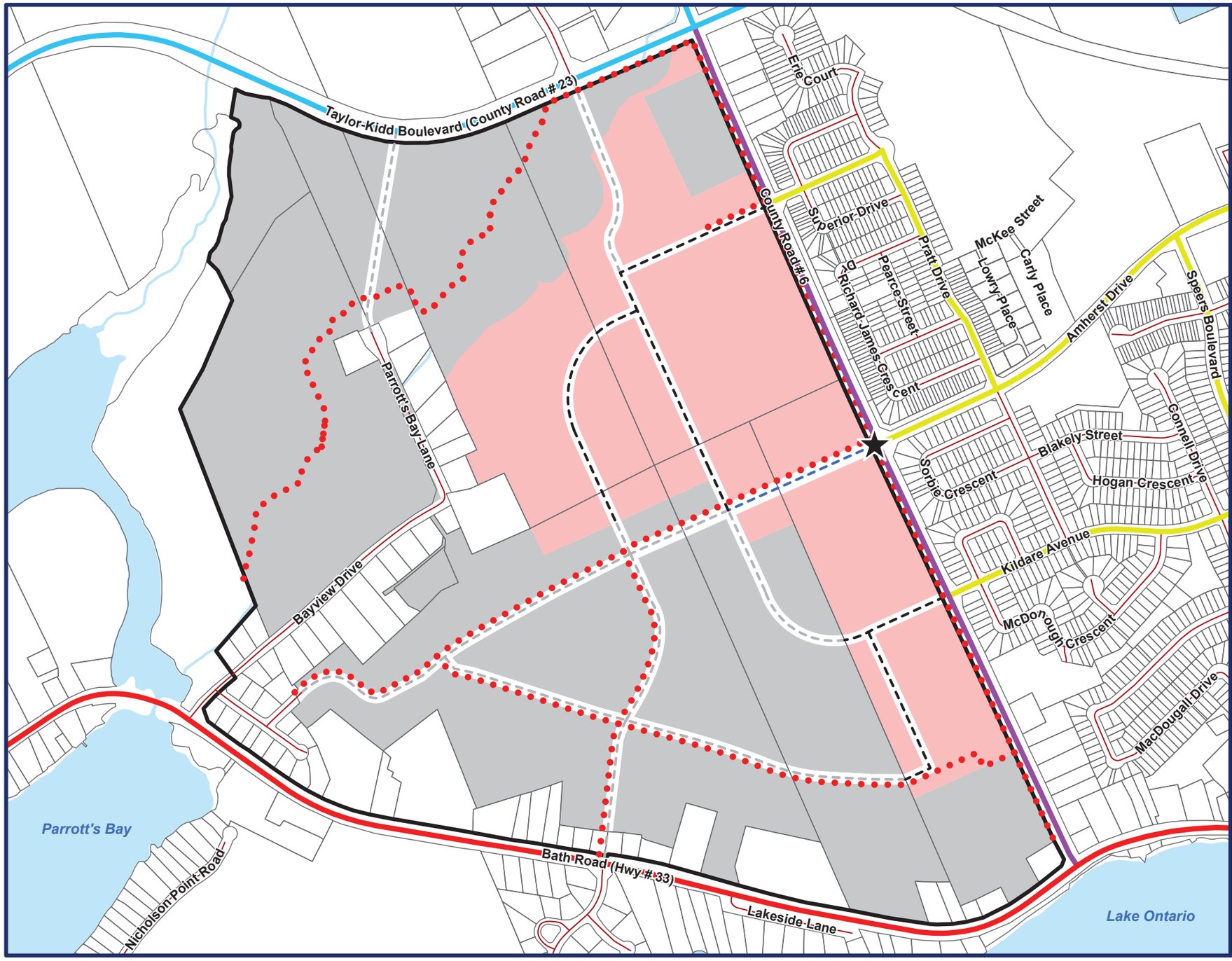
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January 2025

Source: Loyalist Township; LIO

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WSP
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Ottawa, ON K2B 8K2
Canada
www.wsp.com



Loyalist Township

FINAL

Schedule B - Transportation Network

Amherstview West Secondary Plan

- Secondary Plan Area

Land Use

- Secondary Plan Area (Within 25 Year Horizon)
- Future Development Area
- Gateway Feature

Road Network

- Provincial Highway
- Major Arterial
- Urban Arterial
- Urban Collector
- Local

Proposed Road Network

- Proposed Major Collector
- Proposed Minor Collector
- Potential Future Collector
- Proposed Multi-Use Pathway

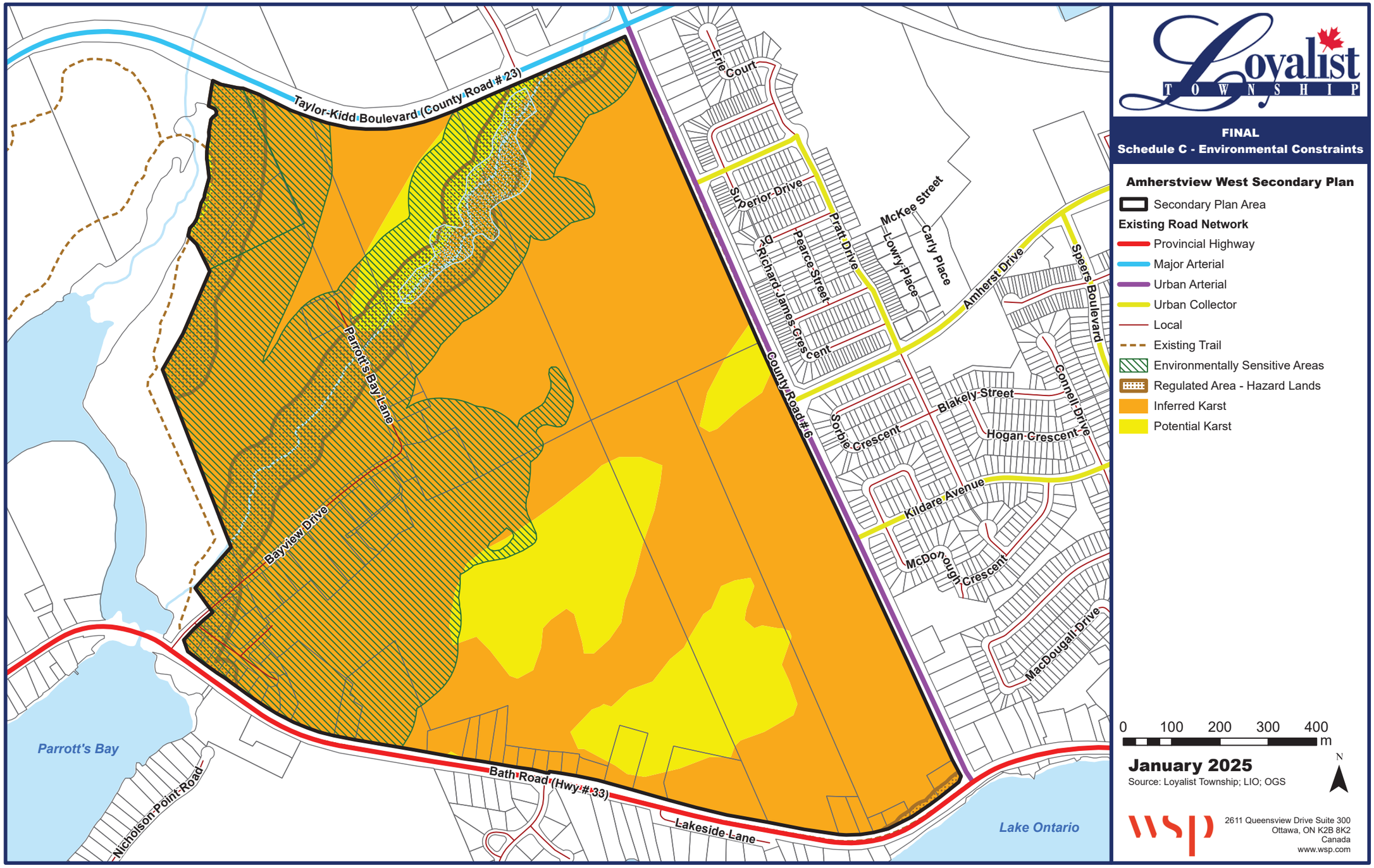
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January 2025

Source: Loyalist Township; LIO

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Loyalist Township

FINAL

Schedule C - Environmental Constraints

Amherstview West Secondary Plan

- Secondary Plan Area

Existing Road Network

- Provincial Highway
- Major Arterial
- Urban Arterial
- Urban Collector
- Local
- Existing Trail
- Environmentally Sensitive Areas
- Regulated Area - Hazard Lands
- Inferred Karst
- Potential Karst

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January 2025

Source: Loyalist Township; LIO; OGS

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Appendix A Urban Design Guidelines for Amherstview West









Amherstview West

Urban Design Guidelines

Final Report
January 2025

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Version History

Version	Date	Title	Comments	Prepared By
v4	06/01/2025	Amherstview West Urban Design Guidelines	Final Report	A.Lumby
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Acknowledgements

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Land Acknowledgement
Loyalist Township is located on the ancestral lands of the Haudenosaunee, Mississauga, and Omámíwinini Peoples. These lands are recognized in the Two Row Wampum, Dish with One Spoon Treaty, Treaty 27, and the Crawford Purchase.

The shores of Loyalist, the place of white rocks, were a traditional place of gathering, commerce, and peaceful negotiations. We are grateful for the opportunity to meet here, and we thank all the generations of people who have cared for, and continue to take care of, the land since time immemorial.

We recognize the past and present systemic harms committed against Indigenous Peoples in Loyalist and throughout Canada. These atrocities have resulted in continual intergenerational trauma and are enabled by racist attitudes and imperialist and colonial ideologies. They include the dispossession of Indigenous Peoples from their ancestral lands, and acts of cultural genocide by the Crown, the government, and the churches.

The Township is committed to moving forward together in the spirit of the Two-Row Wampum and Dish with One Spoon Treaty. This spirit is one of partnership and of serving each other. We will do this by respectfully acknowledging the enduring and continued presence of Indigenous Peoples. As part of this partnership, we will listen to their knowledge, wisdom, and counsel and learn about their history, language, customs, and traditions.

Nya:wen, Miigwetch, Marcí, Thank You

Table of Contents

1. Introduction 1

1.1 Project Overview 1

1.2 Purpose and Implementation of the Urban Design Guidelines 2

2. Vision 3

2.1 Vision Statement 3

2.2 Overall Development Principles 4

Complete Community 4

Climate Change and Sustainability 5

Connected 5

Welcoming 6

Design Excellence 6

3. Urban Design Guidelines 7

3.1 Complete Communities 7

Livability 7

Social Inclusion and Wellness 8

Public Health and Safety 9

Mobility 10

All Season Design 11

Sustainable Design 12

Character and Identity 16

3.2 Built Form 19

Context Sensitive Development 19

Building Frontage (Street Edge) 20

3.3 Open Spaces and Connections 22

Public Open Space 22

Private Yards and Communal Areas 23

Connections (Footpaths, Trails, Cycleways) 23

3.4 Landscape Design 25

Trees and Plantings 25

3.5 Streets, Streetscapes, and Parking 27

Main Street 27

Public Streets 29

Driveways and Service Areas 31

Parking 31

List of Figures

Figure 1.1 - Amherstview West Secondary Plan Area 1
Figure 2.1 - Design for a Complete, Active, Healthy Community 4
Figure 2.2 - Landscaped Pathway Connections 6
Figure 3.1 - Complete Community Design 7
Figure 3.2 - Social Activity 8
Figure 3.3 - Places to Gather 9
Figure 3.4 - Natural Surveillance in Public Open Spaces 10
Figure 3.5 - Access to Winter Sun 11
Figure 3.6 - Vibrant Public Realm 12
Figure 3.7 - Passive Climatic Conditioning of Streets 13
Figure 3.8 - Bioswales and Bioretention Planters 14
Figure 3.9 - Green Roofs and Solar Energy 15
Figure 3.10 - Coordinated Site Materials 16
Figure 3.11 - Site Furniture Examples 16
Figure 3.13 - Wayfinding Signage 17
Figure 3.12 - Sample Interpretive Signage 17
Figure 3.14 - Public Art 18
Figure 3.15 - Compact Built Form (Main Street Condition) 19
Figure 3.16 - Building Frontage (Street Edge) 20
Figure 3.17 - Rear Yard Treatment 20
Figure 3.18 - Active Frontages and Frequent Entrances 21
Figure 3.19 - Neighbourhood Scale Park 22
Figure 3.20 - Communal Gardens 23
Figure 3.21 - Mid-Block Connections and MUP Network 24
Figure 3.22 - Urban Forest Cover 25
Figure 3.24 - Dry Back Planting 26
Figure 3.23 - Meadow Planting 26
Figure 3.25 - Permaculture 26
Figure 3.26 - Main Street Character 27
Figure 3.27 - Main Street Gateway 28
Figure 3.29 - Public-Private Interface 29
Figure 3.28 - Walkable, Landscaped Street 29
Figure 3.30 - Pedestrian Crossing as Traffic Calming 30
Figure 3.31 - Electric Vehicle Charging Station 31
Figure 3.32 - Green Surface Parking 32

1. Introduction

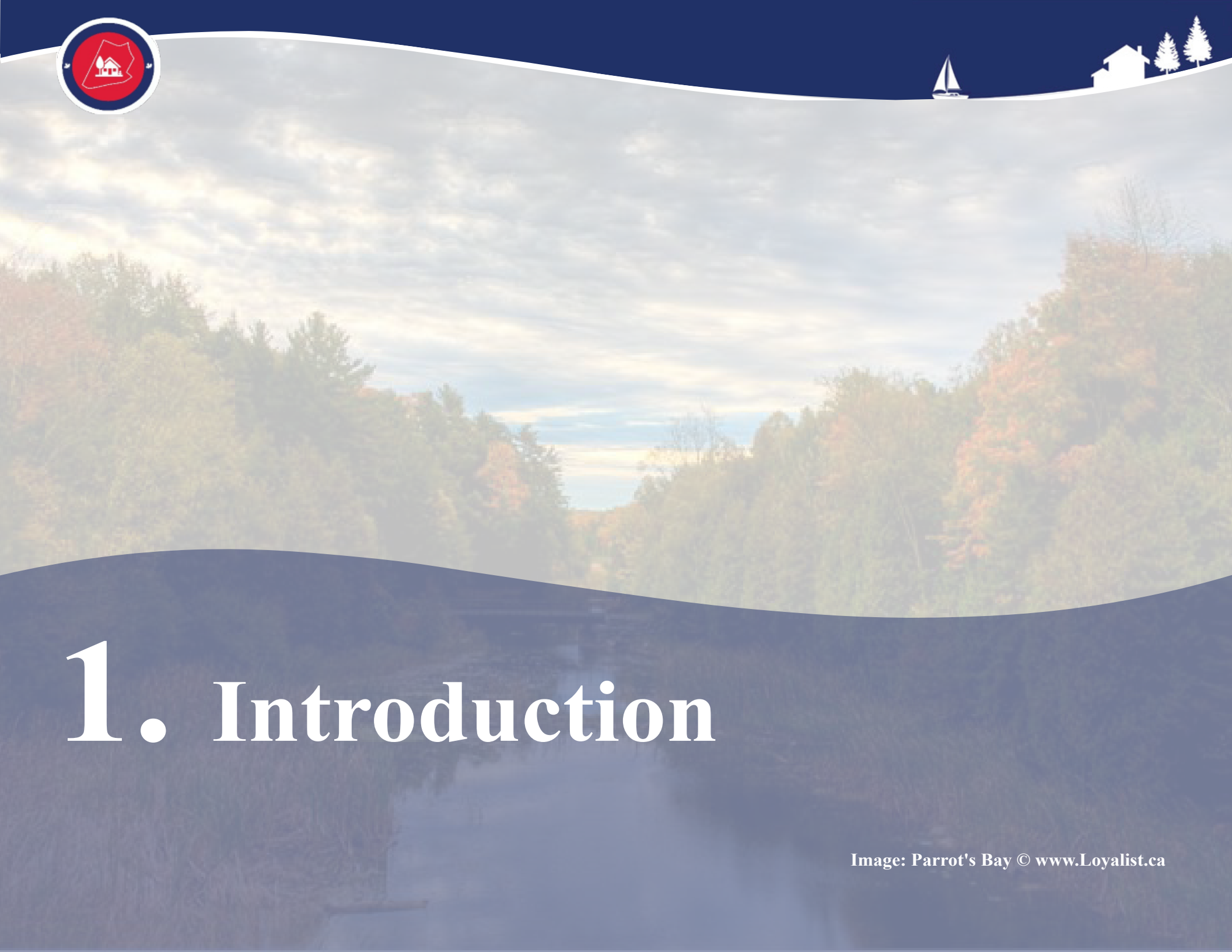


Image: Parrot's Bay © www.Loyalist.ca

1. Introduction

1.1 Project Overview

The Township is undertaking a Secondary Plan for Amherstview West to provide a policy and implementation framework to guide the extension of the existing community of Amherstview to accommodate growth and development for the next 25 years.

The Secondary Plan 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. It is anticipated that approximately 1,092 residential units will be needed in Amherstview West by 2046.

The Amherstview West Secondary Plan area, as shown in **Figure 1.1 - Amherstview West Secondary Plan Area** is approximately 144 hectares (346 acres) in land area and is located west of the existing built-up area of the community of Amherstview.

WSP was retained by Loyalist Township to prepare these Urban Design Guidelines (UDG) in support of the Amherstview West Secondary Plan. The UDG are intended to be a tool to ensure that the vision of the Secondary Plan is implemented.

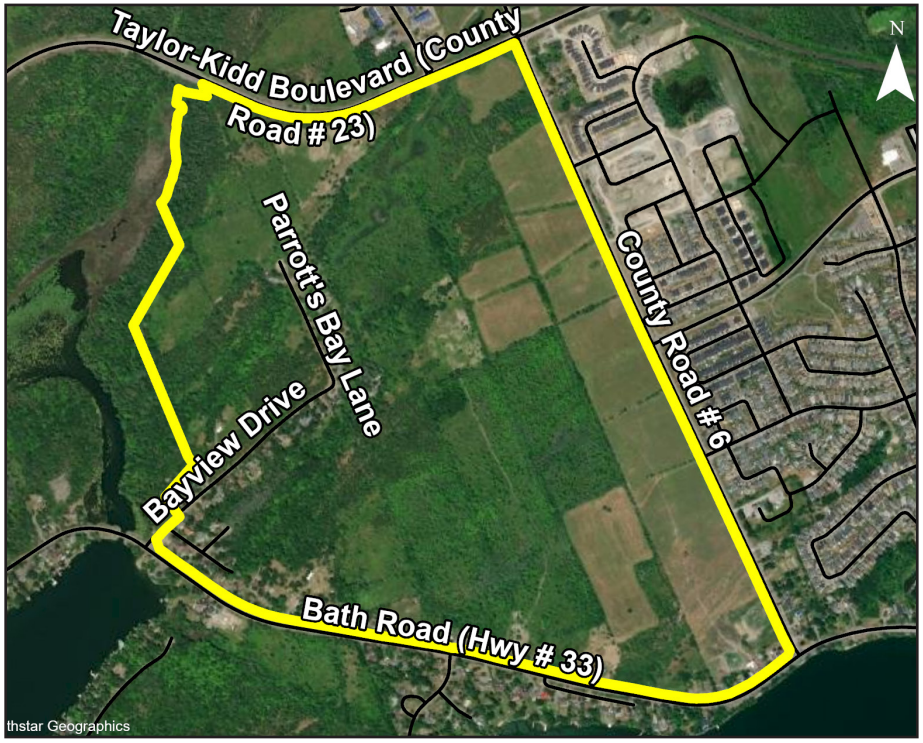


Figure 1.1 - Amherstview West Secondary Plan Area

1.2 Purpose and Implementation of the Urban Design Guidelines

The Amherstview West Secondary Plan will be implemented through an Official Plan Amendment and Zoning By-law Amendment. The Official Plan and Zoning By-law Amendments 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.

These Urban Design Guidelines (UDG) have been prepared for Amherstview West as a separate document from the Secondary Plan and are intended to be a tool through which the vision of the Secondary Plan is implemented.

Structure of the Guidelines

This UDG document is structured to include an overview of the Secondary Plan area, overarching vision, development principles, and guidelines for Amherstview West. The included imagery and illustrations are to be regarded as means of communicating the intent of the UDG.

These UDG are structured in the following sections:

Section 1: **Introduction**
Section 2: **Vision**
Section 3: **Urban Design Guidelines**

The Intent of these Urban Design Guidelines are to:

- Reflect the vision and land use objectives of the Amherstview West Secondary Plan;
- Enhance and complement the Amherstview community through the orderly development of a safe and healthy community;
- Set expectations for a high-quality development based on well designed built form that contributes to a sense of place with buildings and public spaces that are of high quality, safe, accessible, attractive, and vibrant;
- Contribute to the sense of community through pedestrian, cyclist, and transit connectivity for all ages and abilities;
- Protect and enhance ecological systems, including natural features and functions of the neighbouring Parrott's Bay Conservation Area;
- Convey current best practices in sustainable development; and
- Implement the high level policy direction from the Loyalist Township's Official Plan and subsequent Council approved policy documents, including Design Guidelines, and the Council approved Zoning By-law provisions.

2. Vision



Image: Concert in Bath © www.Loyalist.ca

2. Vision

2.1 Vision Statement

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 distinct, family-oriented, and climate change resilient area with a quaint "small town" feel, providing a balance and excellent quality of life for residents and a peaceful and natural environment to live, grow, and visit.







Amherstview West will offer a variety of family oriented housing types. A compact footprint will support a close knit-community, healthy and active lifestyles, and social interaction. All aspects of the community shall be designed to promote public health and safety, accessibility, and be age-friendly.

Sustainability will be at the forefront. Plentiful open spaces will complement the existing nature heritage of Lake Ontario and Parrott's Bay Conservation Area, reinforcing a sense of connection to nature. Well-treed open spaces, landscape corridors, and streetscapes shall embrace nature-based solutions, showcasing best practices in on-site stormwater management and climate resiliency. Expansive tree canopy-cover and rich landscape treatments will provide shade and scenic beauty.

Welcoming streetscapes and trails will expand the established street pattern of Amherstview, thereby supporting community integration, intuitive wayfinding, and connectivity. Attractive, walkable streets, multi-use pathways, and a range of open spaces, community amenities, and neighbourhood businesses will serve to draw people through the community, promote walking and cycling, and encourage social interaction. A series of accessible community open spaces throughout Amherstview West will offer residents, employees, and visitors places to gather, connect, and engage.

2.2 Overall Development Principles

The principles established in these Urban Design Guidelines (UDG) are intended to support the policy direction set out in the Secondary Plan for Amherstview West, having been informed through visioning and engagement with the local community.

Amherstview West is intended to have a family-friendly, mixed-use, well treed, small-town community character. The development is to be human-scaled and oriented around a welcoming pedestrian experience, plentiful green spaces, and public realm designed to promote social inclusion and healthy lifestyles.

Contextual architecture and celebration of features unique to Amherstview West, such as connections to the adjacent Parrott's Bay Conservation Area and Lake Ontario, will contribute to a distinct community identity that is complimentary to Amherstview.



Figure 2.1 - Design for a Complete, Active, Healthy Community
Hopewell Residential Community

Where possible, development should support reduced use of private vehicles in favour of walking, cycling, and public transport, car share or similar schemes.

The following overall development principles have been adopted to help guide the development of Amherstview West, and are reinforced throughout these UDG.

Complete Community

Amherstview West is intended to be a complete, healthy community that is welcoming, diverse, and which meets the basic needs of all residents, employees, and visitors, of all ages and abilities, regardless of income or culture.

- Provide housing choices to attract a diverse community of cultural backgrounds, incomes, household sizes, and all ages. Enable older adults to stay in the community (aging in place) by providing appropriate housing options, convenient local amenities, services, and mobility options.
- Create a high quality public realm encouraging healthy, active lifestyles that is safe, accessible, and easy to get to and move around.
- Protect, enhance, and celebrate the existing rich natural heritage, enabling the community to benefit from being in natural environments.

- Design buildings and open spaces to contribute to a rich and varied built fabric characterized by variety and choice.
- Provide a wide range of public and private spaces that can be adapted to suit changing needs of the community easily over time.
- Provide an appropriate range of employment opportunities to support both working and living within Amherstview West.
- Strive for the community to be fully serviced with local amenities accessible on foot, by bike, or public transit (e.g., grocery stores offering healthy food options) and conveniently grouped together.

Climate Change and Sustainability

Amherstview West is intended to demonstrate best practice in sustainable design for long-term environmental, social, and economic resiliency.

- **Low Impact Development and Water Conservation** – treat rainwater as a resource and use landscape as infrastructure through integrated stormwater management features, reducing demand on traditional 'grey infrastructure'.
- **Energy Efficiency** – provide low-energy-consuming housing construction options. Consider whole life-cycle impacts, from site planning and material selection, maintenance and ease of repair/ replacement, and renewable energy technologies, to designing flexible, adaptable buildings for longevity.
- **Microclimate and Passive Climatic Conditioning** – plan and design, including location, orientation, and massing of buildings considering sunlight, shade, and wind conditions year-round to reduce cooling, heating, and lighting demand. Utilize landscape to improve pedestrian comfort including street tree plantings in interconnected landscapes.
- **Reduce Heat Island Effect** – implement green and cool roof technologies, minimize hard paved areas, and use high albedo (light-coloured) paved surfaces. Consider the impact of buildings and materials on comfort (e.g., avoiding glare), and utilize landscape, such as large growing shade trees, for passive cooling.
- **High Performance Spaces** – plan and design for spaces that support integrated social, built, and natural systems (infrastructure, features, etc.), serving multiple functions.
- **Future-Ready Development** – enable flexible, adaptable development considering how emerging technologies and trends, such as SMART wayfinding and the potential impact of autonomous vehicles, will influence behaviour patterns and how the shape of communities will need to evolve.

Connected

Create a connected, mobility friendly built form that is integrated into the surrounding residential neighbourhoods within Amherstview West and the existing community.

- Integrate new development in Amherstview West with convenient pedestrian and cycling connections tying into existing routes. Layout local streets as a continuity of the wider street pattern.
- Create a year-round community that is easy and safe to move around with a compact built form, and frequent trails and connections.
- Provide safe and comfortable routes to community amenities, local businesses, employment areas, and natural areas.

- Design the public realm to promote year-round use.
- Create connected green corridors and increase tree cover to provide access to nature, and support biodiversity and wildlife habitat.
- Provide a hierarchy of parks and open spaces to serve a variety of uses, including larger destination spaces (neighbourhood scale parks) as well as play spaces, and gathering spaces.

Welcoming

Create an animated, human scale public realm that is accessible for all ages and abilities within the community increasing the opportunities for social interaction for a richer community life.

- Establish a compact, cohesive built form suitable to the small town and main street character.
- Maximize opportunities for green spaces and enhanced planting, integrating landscape features in stormwater, passive climatic conditioning, and beautification measures.
- Design safe, comfortable spaces that are intuitive to navigate around. Incorporate Crime Prevention through Environment Design (CPTED) principles in the design of all publicly accessible spaces.
- Allow for flexibility to enable changes in use over time responding to community needs and economic viability.
- Incorporate opportunities for public art and community expression with an emphasis on engaging with people and place of the area.
- Define a built form, with appropriate transitions to integrate into the surrounding established areas.



Figure 2.2 - Landscaped Pathway Connections
Oshawa, ON

Design Excellence

Set a standard for Design Excellence in every aspect of the development, from outdoor to indoor environments, and considering the individual and cumulative quality of buildings and spaces.

- **Quality Built Form** – emphasis on creating a close-knit, small town sense of place, human scale architecture, a welcoming and comfortable public realm, and beautiful spaces.
- **Quality Architecture** – consider buildings and architectural expression as features of the public realm. They are character defining elements that are unique, but must be planned and designed to work together as part of an overall development.
- **Quality Landscape Design** – create healthy, well treed, all season outdoor environments, with ample green space while preserving and integrated existing natural heritage features. Landscape treatments should consider native plant design and edible ecosystem landscapes.

3. Urban Design Guidelines



Image: Child on Slide from Parks & Recreation Master Plan © www.Loyalist.ca

3. Urban Design Guidelines

3.1 Complete Communities

Amherstview West shall be a livable community that supports healthy environments. Development will preserve the distinct small town character and way of life associated with Loyalist Township.

Livability

Livability addresses the cumulation of factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, recreation, and entertainment possibilities. The intent is to create a highly livable, diverse, age-friendly development that attracts residents of all ages, supports families, and encourages investment and local businesses. This includes promoting walking and active, socially engaged lifestyles.

3.1.1 Affordability

Provide a full range of housing in terms of tenure, affordability, and accessibility, to increase choice for low and moderate income households. Housing choice should include housing for families (three or more bedrooms), as well as affordable housing opportunities in line with the National Housing Strategy to encourage neighbourhood diversity.

3.1.2 Walkability

Walkability is a measure of how friendly an area is to walking (including for users of mobility aids, strollers, etc.) as part of daily life. A walkable community offers a diverse range of amenities and services within walking distance of most residents (typically 800 metres / 10 minutes walking time). Walkability has health, environmental, and economic benefits.

Important to achieving a walkable community are safe and continuous pedestrian connections (e.g., footpaths, sidewalks, trails) providing access to local amenities, and to trails and footpaths in the wider area. See **"Connections (Footpaths, Trails, Cycleways)" on page 23**.



Figure 3.1 - Complete Community Design
Lancaster, California

At the core of the vision for a walkable Amherstview West is a vibrant Main Street. Co-locating amenities (e.g., local businesses such as shops, cafés, and grocery stores, etc.) along the Main Street increases footfall (the number of people walking along the Main Street), which promotes longer visits with visitors patronizing multiple local businesses during each visit, alongside supporting passive healthy activity and social interaction. See also **"Main Street Design" on page 27**.

Similarly, community amenities such as schools, parks, and recreational centres should be located to be within walking distance of the majority of users along safe streets and paths to promote walking and cycling for the whole family.



Figure 3.2 - Social Activity
Healthful outdoor activities that promote social interaction

Social Inclusion and Wellness

The intent is to create the conditions to support healthy, active lifestyles, and social inclusion for all who live, work, and visit Amherstview West.

3.1.3 Universal Design

Universal design seeks to provide equitable opportunity to access, engage with, and experience places and their features so that the community is welcoming to all. Equity means providing appropriate accommodation to support all users in consideration to diverse needs (e.g., users of all ages, abilities, genders, and cultural backgrounds, etc.). Different users may have different needs or preferences, and therefore it is recommended that engagement with accessibility groups is undertaking in the design of all publicly accessible spaces.

The design of all public spaces (e.g., parks and streetscapes), footpaths, and main entrances to public buildings are to meet or exceed guidelines for accessible design current at the time of development.

3.1.4 Physical Activity and Mobility

The environments we spend our time in, both indoor and outside, play an important role in promoting healthy living. The intent is to foster year-round physical activity and healthy recreation with a range of safe places that provide various options for people of all ages and abilities to spend time outside. This includes play spaces for children, youths, and older adults, as well as other forms of outdoor physical activity, such as opportunities to engage in gardening (e.g., community gardens and/or private allotments).

3.1.5 Social Inclusion

Loneliness is an increasing social trend which can be influenced by the environments in which we live. Amherstview West is envisioned as a socially cohesive community. To support this vision, the design of all public and semi-public places and buildings should seek to incorporate spaces that provide opportunity for informal social interaction. These spaces should be welcoming and accessible to all, and designed with consideration to how they benefit people from different groups, including residents, employees, and visitors from the surrounding communities.

3.1.6 Age-Friendly Design

While underpinned by older-age considerations, age-friendly design principles have intergenerational benefits and support an inclusive community. They are to inform the design of buildings, public spaces, and the Amherstview West neighbourhood as a whole.



Figure 3.3 - Places to Gather
East Brunswick Picnic in the Park | Community Chess Boards, London

Age-friendly neighbourhoods are comfortable, walkable, safe, well-maintained, intuitive (easy to find your way around), and offer a range of collocated complimentary amenities and facilities (e.g., along the main street) that serve as hubs for age-friendly uses and intergenerational activities. Importantly, age-friendly neighbourhoods impart a sense of whimsy (e.g., through public art) with opportunities for play and fun. These principles are embedded throughout the Amherstview West Urban Design Guidelines.

A key to well-maintained public spaces is designing them with an understanding of what will be involved in their operation and maintenance, as well as common issues or hazards (e.g., avoiding cluttered or obstructed sidewalks that are associated with high injury rates).

Public Health and Safety

Public security and sense of personal safety are key factors in creating a welcoming, comfortable public realm.

3.1.7 User Safety and Comfort

The emphasis is on passive means of security and supporting a socially cohesive community (e.g., the presence and behaviour of other people being one of the most effective means of increasing sense of security and discouraging anti-social behaviour). These measures are embodied in the principals of Crime Prevention Through Environmental Design or CPTED (pronounced sep-ted).

CPTED is based on the theory that:

> "the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement in the quality of life".[1]

The design of all public and semi-public spaces should apply a CPTED lens. CPTED principles combine physical design measures, as well as placemaking and understanding of the relationship between environment, community culture, and behaviour. Physical measures include natural surveillance (clear lines of sight throughout public spaces), natural access control (e.g., using dense or thorning planting to form natural barriers), and territorial reinforcement (design that encourages a sense of 'ownership' and thereby responsibility). Community culture based measures involve taking a holistic view of how the strength of the social interactions, how people use and experience a space and participate in activities together, create safe environments.



Figure 3.4 - Natural Surveillance in Public Open Spaces
Natural surveillance and well-lit paths and parks

CPTED principles extend to the interface with private spaces. For instance, for single detached dwellings front porches or stoops create a transitional area between the street and the home. Front doors should be visible from the street, and there should be opportunity for overlook from habitable rooms within homes over public spaces.

3.1.8 Environmental Quality (Air, Noise, Water)

Contributing to healthy communities and protecting public health is both careful site planning (e.g., locating outdoor public spaces away from significant noise or air pollution sources), as well as incorporating measures to improve or mitigate environmental quality (e.g., planting trees to help improve air quality, and the use of planting to provide noise buffers and/or windbreaks, etc.). See also **"Sustainable Design" on page 12**.

Mobility

3.1.9 Pedestrian and Cyclist Friendly

Streets are to be designed for the comfort, safety, and ease of movement of pedestrians (encompassing all users, including those using mobility aids, pushing strollers, etc.), and where appropriate, cyclists. This is to include a network of connected, easily accessed pathways, bikeways, and multi-use trails that connect to the wider area for recreation and commuting. See also **"Open Spaces and Connections" on page 22.**

[1] CPTED Canada, https://cptedcanada.com

3.1.10 Wayfinding and Legibility

A key component of ease of movement is user's ease and comfort in finding their way around. Site planning and built form should promote intuitive wayfinding, and the environment should feel welcoming and accessible to all. A key component of intuitive wayfinding is familiarity and predictability (e.g., front doors and entrances should be prominent and located where users would expect to find them).

3.1.11 Landmarks

Landmarks are another beneficial wayfinding tool to help users orient themselves and wayfind through the community, as well as serve as informal meeting places. Landmarks may include distinctive buildings, prominent building features, public art, and landscape features.



Figure 3.5 - Access to Winter Sun
Saskatoon, Canada ©Tourism Saskatoon

All Season Design

Making the most of outdoor environments year-round is an important objective for Amherstview West. The outdoor environment shall be designed to be comfortable in all seasons by capturing the sun's warmth, providing protection from the wind, and making the site more accessible, safe, and enjoyable in all seasons (micro-climate and passive, nature based solutions to improve user comfort).

3.1.12 Optimize Winter Access to Sunshine

In the winter, access and exposure to sunlight can be significantly reduced. The design of the public realm, including streetscapes and parks, can help support healthy winter exposure to sunshine by maximizing sky views, at the same time bringing light and warmth into these spaces.

3.1.13 Summer Cooling and Shade

In the summer, shade for relief from intense sunshine and heat are important for user comfort in outdoor spaces. Passive climatic conditioning measures should be incorporated into the design of public and semi-public spaces, such as the use of large growing deciduous shade trees shade to open spaces and buildings (in particular exposed southern façades).

3.1.14 Mitigate Winter Winds

Icy winter winds can significantly reduce user comfort and deter outdoor activity during colder months. It will be important to consider weather patterns and seasonal conditions when planning and designing streets, buildings, and open spaces. For instance, at the neighbourhood level, plan streets, buildings (consider orientation, form, and massing),

paths, tree planting, and landscape features, etc., to alignments that impede prevailing winds. At the finer grain, incorporate design strategies to provide shelter from prevailing winds and limit drifting snow, such as the use of fixed shelters, or natural windbreaks (e.g., coniferous trees on north, east and west façades).

3.1.15 Design for Snow and Ice

The design buildings should take into consideration the impact of snow and ice, such as designing roofs to prevent falling ice and snow, or accumulation of icicles at doorways and walkways.

Public and private outdoor spaces should also give consideration to winter maintenance, such as allowing sufficient space for mechanical snow clearance, and incorporating areas for snow storage.



Figure 3.6 - Vibrant Public Realm
Napanee © Michelle Dorey Forestell I Planting for All Season Interest

3.1.16 Enliven the Public Realm

To help encourage all-season outdoor activity colour should be used to enliven the winterscape and offset visual monotony. This includes use of vibrant and warm tones into colourful building façades and outdoor spaces, such as yellows and red to call attention to key site features.

Generally, natural materials such as stone for paving stays warmer and creates a more comfortable environment for users year round.

Outdoor lighting is another method for providing visual interest year round. This is best achieved through lighting that is pedestrian scaled, warm in colour, and glare-free, being mindful of intensity, spread, contrast, and colour.

Further, select planting and compose planting beds so that they provide for all season interest. This can be achieved by combining species with a variety of different forms, bark texture and colour, berries, and species that hold their leaves or dry-back rather than die-back (e.g., structural grasses and plants with seed-heads that remain through the winter).

Sustainable Design

In all aspects of design, preference should be given to best practice solutions, even where these may be beyond regulatory requirements.

3.1.17 Sustainable Site Design

Sustainable site design involves applying a holistic lens to how the built form, street pattern, open spaces, and finer grain design of site features work together to reduce impacts associated with Climate

Change, including energy demand and water conservation, as well as the use of natural systems and features to improve user comfort.

This includes consideration to the location, spacing, and orientation of buildings and open spaces in consideration of prevailing winds and sun orientation. For instance, careful planning can help to maximize daylighting (sunlight) of habitable rooms, reducing the need for artificial lighting, as well as support for natural ventilation providing passive heating and cooling.

The design of all buildings and public spaces should incorporate 'passive climatic conditioning' measures to improve user comfort by providing shade, protection from prevailing winds, and protection from sources of loud noises, air pollution (e.g., from major roads), etc. See also **"Environmental Quality (Air, Noise, Water)" on page 10** and **"All Season Design" on page 11.**



Figure 3.7 - Passive Climatic Conditioning of Streets
Oak Park Community, Oakville

All aspects of design should be assessed for how well they contribute or detract from the creation of safe, comfortable environments. For example, the impact of air conditioning vents on the quality or temperature of air entering intakes, and the potential for glare caused by façade materials should be assessed.

3.1.18 Sustainable Materials

Preference is to be given to renewable and/or sustainably sourced materials with a low embodied energy, and of local provenance wherever possible. This includes materials that have low maintenance requirements, are durable (suitable for summer and winter conditions - e.g., application of salt in winter, slip resistant, and freeze-thaw cycle, etc.), and wear well with age. Consideration should also be given to the potential for reuse and/or recycling in the future.

3.1.19 Reduce Heat Island Effect

The heat island effect is a phenomenon where developed areas experience higher air temperatures than surrounding rural areas and the countryside. Heat islands are associated with reduced public health, environmental impacts, and decreased quality of life. Generally, areas with a greater percentage of natural landscapes, more trees, and fewer hard paved surfaces (including roads and building roofs) are cooler and healthier for people and wildlife.

Amherstview West is envisioned with plentiful greenspace, and rich and diverse tree coverage. Development should seek to minimize hard paved areas where not required, use high albedo (light-coloured) paved surfaces, use large growing shade trees for passive cooling, and where possible, implement green and cool roof technologies.

3.1.20 Nature-Based Solutions and Biodiversity

Nature-based solutions involve the use of natural features and systems to manage social and environmental challenges (including climate change, water quality, biodiversity loss, human health, etc.). There shall be a preference for nature-based solutions (green and blue infrastructure).

For Amherstview West, this can include the use of landscape features to help manage stormwater (see also **"Low Impact Development (LID)"**) and employing ecological management methods to protect and enhance biodiversity.

3.1.21 Water Conservation and Low Impact Development

Water balance and water quality are another key consideration in achieving sustainable communities. The expectation is that Amherstview West will be developed to sustainably manage stormwater on site at the lot-level (source), and that developers will seek opportunities for integration of systems between development blocks, including conveyance and end-of-pipe stormwater management controls.

This includes measures to reduce potable (drinkable) water used for other purposes, such as through measures to harvest and reuse of water on-site to flush toilets and water gardens. This also includes use of native and drought tolerant plants and trees to reduce irrigation demand. Alongside reducing potable water use, water conservation approaches should support natural infiltration and groundwater recharge, such as minimizing impervious (hard paved) surfaces.

Opportunities should be investigated to manage stormwater runoff from streets, driveways, roofs, and exterior spaces using low-impact development (LID), such as bioswales, infiltration basins, and attenuation ponds, appropriate to the site and climatic conditions. (See also **"Low Impact Development (LID)"**).



Figure 3.8 - Bioswales and Bioretention Planters
Bioswale, @Parks and Recreation Magazine | Bioretention Planter, Credit Valley Conservation

Low Impact Development (LID)

Low impact development (LID) is a stormwater management strategy that seeks to reduce runoff and stormwater pollution by managing runoff as close to its source as possible

LID systems are to be treated as landscape features to be integrated and showcased in the public realm. There are various LID measures which have been developed to suit different site conditions and functions. Potential LID solutions to be considered for Amherstview West include:

Attenuation ponds - a form of LID which typically include both a permanently wet area for wildlife or treatment of surface runoff, and an area that is usually dry with capacity to cater for flood attenuation.

Bioswales - use planted channels (linear soft sided ditches) engineered to convey stormwater runoff while removing debris and pollution. Bioswales may be contained within a property, or be linked (such as along a roadside verge) to a wider network.

Bioretention Planters - similar to bioswales, bioretention planters are a form of LID that are used to capture, treat, discharge and/or convey stormwater runoff in constrained (narrow) areas. Due to the limited space, they use hard-sided structures (landscape curbs or walls) to allow for narrow channels.

Rain gardens - are landscape areas designed to temporarily hold and soak away rainwater runoff from the LID systems (e.g., though the use of water tolerant planting).

3.1.22 Sustainable Buildings

The expectation is that all buildings will be designed in consideration of lifecycle environmental impacts and best practices in sustainable design. Opportunities for energy efficiency are to be considered at each stage of the development process, including planning, design (e.g., material selection), and construction, as well as operational requirements and decommissioning.

3.1.23 Energy Efficiency

In the first instance, all aspects of design should seek to reduce energy requirements, in manufacturing, installation, operation, and decommissioning. All buildings should strive for best practice in green building design, construction, and operation.

3.1.24 Renewable Technologies

Where possible, it is encouraged for energy demand to be met through the utilization of renewable energy technologies either on site or through community energy schemes to the highest extent possible. Consideration should be given for renewable energy technologies such as photovoltaic cells or wind power systems for all types of buildings.



Figure 3.9 - Green Roofs and Solar Energy
Residential Solar Panels Prince Edward County @West Prince Solar | Green Roofs, @ZincoCanada

3.1.25 Performance Monitoring

Opportunities to showcase performance should be explored in conjunction with an educational component to raise awareness and support others in implementing sustainable techniques and technologies.

Character and Identity

Furniture and materials both within the public and private realms, should be selected to contribute to the overall character of the community.

3.1.26 Hard Surface (Paving) Materials

A complementary suit of materials should be established for the whole of the community, with allowance for individualism and feature areas to use different materials, textures or colours to create a diverse and exciting character. Generally, materials appropriate to the character of Amherstview West may include:

- Natural stone and/or concrete pavers, curbs, and edging for public gathering spaces, mid-block connections, and other pathways.
- Forest Stewardship Council (FSC) certified timber, high quality composite timber, and reconstitute stone for seating and components users touch for seasonal warmth/coolness.
- Robust metals, preferably with integrated colour such as stainless steel, corten (weathered) steel or anodized aluminum, as well as polyester coated steel tested to be highly resilient to nicks, damage and vandalism.

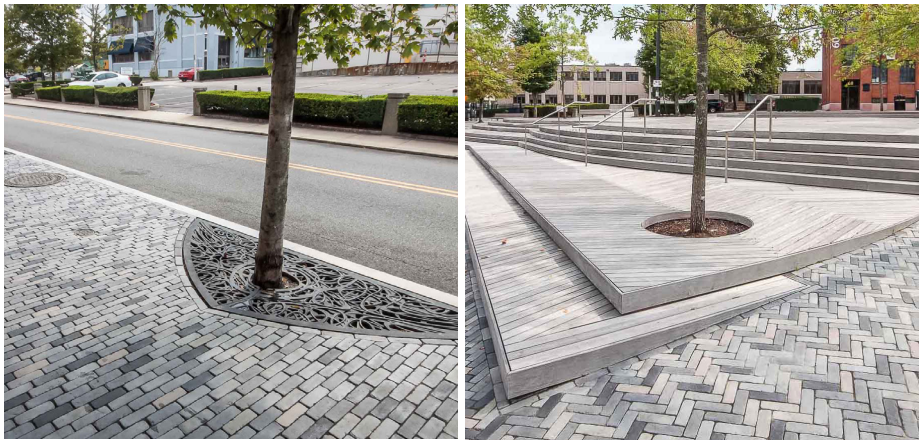


Figure 3.10 - Coordinated Site Materials
Brown University, Ship Street Square, Providence, RI



Figure 3.11 - Site Furniture Examples
VICTOR STANLEY™

3.1.27 Site Furniture

A cohesive suite of site furniture is to be used to reinforce the character of the area, being of a consistent, recognizable family. Site furniture should be aesthetically pleasing, meet current Accessible Design standard, and durable for high levels of use. Site furniture may include elements such as benches, seatwalls, seating and tables, picnic tables, bicycle racks, newspaper boxes, waste and recycling receptacles, bollards, and access control which are provided to improve user experience and facilitate increased levels of activity in public and semi-public spaces.

3.1.28 Pedestrian Signage

Wayfinding signs should comprise part of a holistic signage strategy, and be of a similar family to the other street furniture (see also **"Site Furniture"**). Signage should be intuitive, and easy to read and understand, incorporating universally understood symbols / icons and tactile (braille) features.

Directional signage should be provided at key decision-making points, and include information relating to access to sites in the surrounding area. Interpretive signage should be provided at key locations to provide educational information.

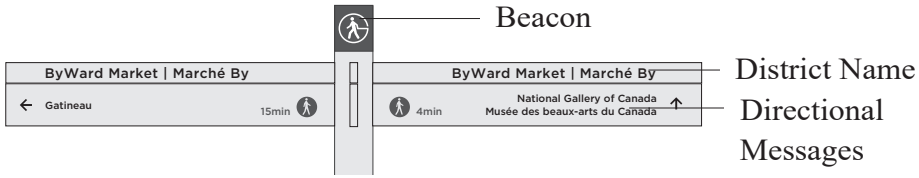


Figure 3.13 - Wayfinding Signage
Best practice for wayfinding finger posts from 'A Unified Pedestrian Wayfinding System For Ottawa-Gatineau', 2019

3.1.29 Vehicular Signage

The intent of the external vehicular wayfinding signage is to present a clear and consistent information path to motorists, pedestrians, and cyclists enabling them to easily find buildings, entrances and associated parking lots. Vehicular wayfinding signs should be of a similar family to the other street furniture and pedestrian signage.

3.1.30 Building Signage

Building signage should complement the building architecture, and be legible from the public realm.



Figure 3.12 - Sample Interpretive Signage

3.1.31 Lighting

Lighting shall be used to enhance safety, wayfinding, and accentuate site or building features (e.g., public art) without causing light pollution (e.g., full cut-off and dark sky friendly). Where possible, lighting and digital signage fixtures are to make use of energy-efficient solutions (e.g., solar powered).

Pedestrian scaled lighting shall be used to illuminate pedestrian connections and private open spaces. Consideration shall be given to lighting solutions. Careful lighting strategies are required that support welcoming, friendly spaces and limit impacts on wildlife while providing enough light for user safety.

Street lighting is to be in accordance with Municipal standards.

3.1.32 Public Art and Commemorations

Public art may take many forms, including stand-alone sculptures or features, murals, integrated design and built form elements, landform and/or unique plantings. Both permanent or temporary artworks could be used to promote a sense of identity, and to create opportunities for community expression. The intent for public art is that it be meaningful to the people and place.

Public art should be a consideration during preliminary design of development blocks or during public realm or streetscape design processes to be fully integrated into the site.

Community expression and local history are key considerations to planning and selecting public art and artists. Working with local artists, community groups, and Indigenous communities, is encouraged.



Figure 3.14 - Public Art
Bike Installation in celebration of the Giro d'Italia, Schlkwijk, Utrecht, Netherlands, May 2010

3.2 Built Form

The Township through means such as the Official Plan, promotes developments that are compatible with the surrounding built and natural environment. The objectives of the Official Plan require new developments to respect the character of the existing areas and create and maintain places with their own distinct identity.

Context Sensitive Development

Amherstview West is to be designed as a part of, and to help frame the western edge of the Amherstview neighbourhood, with its own unique character. Buildings (encompassing all building types, including single-detached homes, multi-family units, as well as mixed use buildings) that address their context through thoughtful and sensitive architectural design can promote a strong sense of community, attract investment, residents, and visitors to the Township. The built form shall frame attractive welcoming streets at a scale appropriate to a small town.

3.2.1 Compact Built Form

The form of development is to be fine grained (compact) creating a permeable, open community that draws people through it. There shall be a preference for small blocks (e.g., frequent breaks between buildings and/or properties and avoiding long expanses of boundary walls or fences). These breaks should be designed with pedestrian routes that form a connected, convenient walking network. See also **"Neighbourhood Routes (Mid-Block Connections)" on page 24**.

A traditional grid pattern of smaller development blocks has benefits in terms of ease of navigation and front-door to front-door relationships. Buildings should to be sited close to the street to form strong street walls (also known as the Street Edge), frame key corridors, and promote an active public realm. See also **"Building Frontage (Street Edge)" on page 20**.

Development should be planned to respect locally important and/or valued views, such as views (full or glimpsed) of Lake Ontario and Parrott's Bay Conservation Area including consideration to sunrise and sunset, as well as seasonal conditions such as winter views when trees are without leaves.



Figure 3.15 - Compact Built Form (Main Street Condition)
Small Town Main Street ©nadiajerejian

3.2.2 Scale, Massing, and Orientation

The physical shape of buildings, the relationship between buildings, and the spaces between them significantly influence the character of a place. The built form of Amherstview West shall be of a small town scale, with comfortable and welcoming streets and public spaces.

Building Frontage (Street Edge)

The street edge (or street wall) is a critical factor in creating a lively and safe public realm. The street edge is the composition of all building frontages along a street within a block. Buildings, and their principle entrance (front door), should be oriented to face onto the street (e.g., no back-lotting of Township roads or intersections).

Housing with an enclosed rear or side yard facing a collector or arterial road is to be limited to only where contextually appropriate or required for safety, security, or environmental purposes (e.g., acoustic fencing for noise mitigation). In these instances, measures are to be taken to mitigate any blank or inactive edge treatments and intagrate with the streetscape. This is to include enhanced boundary treatments using attractive, non-institutional fencing or wall types (e.g., close-boarded timber fence or architectural wall treatments articulated to limit visual extents (see also **3.2.4 Active Frontages**)), and landscape (e.g., street trees, plantings) to improve the appearance and user comfort.

Plentiful windows, frequent front doors, and special design treatments (such as porches, patios, and storefronts) contribute to a sense of activity and the presence of other people. The intent is that all streets, open spaces and mid-block connections are animated, vibrant, and inviting places.



Figure 3.16 - Building Frontage (Street Edge)
Residential

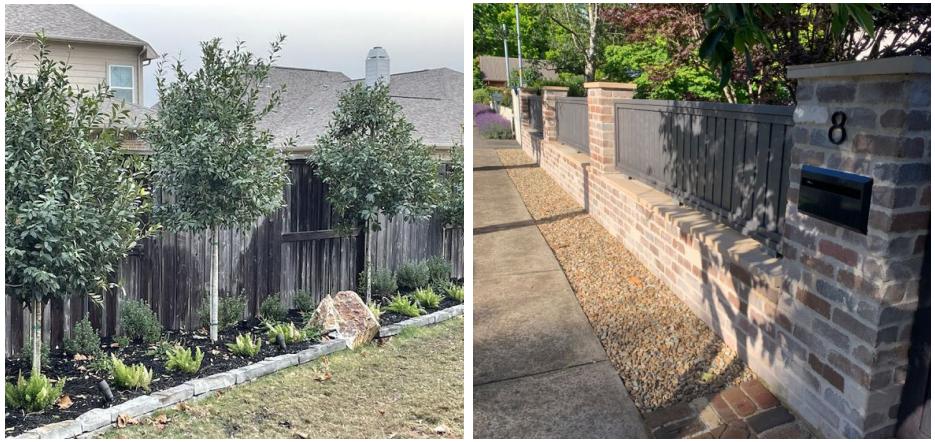


Figure 3.17 - Rear Yard Treatment
Examples of enhanced boundary treatment

3.2.3 Transparency (Inside-Outside Visual Connections)

Buildings should implement an “eyes on the street” design approach enabling visual connections from occupants within the buildings to those in the public realm. It must be apparent that occupants within the buildings have views to public realm to improve comfort and safety (see also **"User Safety and Comfort" on page 9**).

3.2.4 Active Frontages

All buildings should have a strong street presence. The design and planning of site buildings will have a vital role in this, in particular in the treatment of the ground floor and interface of inside to outside.

All buildings should engage with the street and promote a sense of community vibrancy with visible front doors, incorporating porches or similar features that encourage social engagement amongst community members. Buildings with upper floors should incorporate features that promote a sense of connection with the public realm, for example, balconies and terraces. Shops and businesses should have a ground floor presence with frequent front doors to animate the public realm, and allow for inside-outside views. Garages, blank walls, and service areas are inactive façades, and should not dominate street frontages.

3.2.5 Entrances

In all building design, there should be a clear sense of building address and entry from the public realm. Frequent front doors with strong front door-to-front door relationships are important to fostering an animated and active streetscape. Entrances should be highly visible, accentuated through design, and appropriately scaled to promote social interaction.



Figure 3.18 - Active Frontages and Frequent Entrances
Commercial

3.3 Open Spaces and Connections

High quality public realm design, and new parks and publicly accessible open spaces within the site, play an important role in supporting sustainable densification, quality of life, and public health for residents and employees in the area.

Public Open Space

Public Open Space should be designed as part of the core of the development. It should be visually and physically accessible to the surrounding communities as well as provide a sensitive transition to Parrott's Bay Conservation Area.

3.3.1 Parks and Open Green Spaces

Amherstview West is to offer a range of open green spaces, including neighbourhood and community parks, as well as parkettes, and informal open green spaces with recreational and play spaces, well served by pedestrian and cycling access routes. It is preferable for parks and open green spaces to be integrated into the development fabric and well-overlooked by surrounding homes and businesses.

Park programming (the features and amenities provided, including play areas, washrooms, changerooms, etc.) should be developed in coordination with the local community to serve a wide range of different users' needs. The amenities should equitably provide for the safe, comfortable, and enjoyable use by users of all ages and abilities, as well as be flexible enough to accommodate different recreational, social, and cultural activities. With an all ages-approach there should be consideration given to children of different ages, youths (e.g., teen shelters), adults and older adults (e.g., places to sit, fitness equipment, etc.).

3.3.2 Park Design

Park spaces should be fun, welcoming, and offer a range of experiences as the focal point of the open space network. This includes planting, public art, special paving, and built elements. Parks and open green spaces should also provide a range of open and shaded (well-treed) spaces, with accessible paths providing access to amenities. The design of children's play equipment should encourage exploration and imaginative play, and include provision of accessible play opportunities.



Figure 3.19 - Neighbourhood Scale Park
City Park Kingston I Mooney's Bay Park, Ottawa

Park design should also incorporate appropriate wayfinding and informational signage, as well as lighting to extend the usable period.

It is recommended that input be sought from across the community, including those often underrepresented in public consultation (e.g., youths and members of equity deserving communities) in the design process for developing inclusive, equitable public places that serve the needs of the community.

Private Yards and Communal Areas

Front and rear yards, and communal open spaces contribute significantly to the sense of community and quality of life for residents. The intent is to establish an overall 'green' character for Amherstview West, and provide high-quality landscaped open spaces that are comfortable and safe places to sit, play, and gather.

3.3.3 Private Yards

Private yards (front, rear, and/or side yards (or gardens)) have a significant contribution to the character, quality, and sense of community for a neighbourhood. Front yards especially should be designed to promote a sense of activity and engagement with public streets, encouraging social interaction amongst neighbours (see also **"User Safety and Comfort" on page 9**).

3.3.4 Communal Areas

Semi-private (shared) amenity areas (which may include courtyards or shared gardens serving multi-unit residential buildings) offer areas to gather, socialize, and engage in community building activities, while also offering residents a sense of ownership. As with public spaces, communal open spaces should be convenient to all units with good overlook (see also **"User Safety and Comfort" on page 9**) and provide various points of access. Where possible, connecting semi-private areas with the wider public open space network can bring added benefits for recreational connections, and support wildlife corridors.

Connections (Footpaths, Trails, Cycleways)

The intent is to create a diverse, multi-modal mobility network that responds to desire lines, with consideration to connections beyond the site. Development of each block is expected to be designed in consideration to the wider site and context, to ensure continuity of routes throughout the site.



Figure 3.20 - Communal Gardens
Lansdowne Park, Ottawa

3.3.5 Neighbourhood Routes (Mid-Block Connections)

Mid-block connections are paths that enable a permeable pedestrian network with frequent route options at a finer scale than the overall street network (e.g., these are separate from sidewalks and follow 'off-road' routes). This network supports an animated, compact, and well-connected neighbourhood. (See also **"Compact Built Form" on page 19).** Mid-block connections may comprise a range of pedestrian paths, multi-use trails, as well as rear and side lanes that permeate through a block.

Development planning should incorporate mid-block connections that respond to desire lines, such as providing convenient, direct routes for residents to access local shops, parks, schools, etc. It is desirable for there to be a high level of overlook from adjacent properties (e.g., windows from active living areas). Where possible interconnecting routes with frequent access points are encouraged, including from public streets, communal areas, and public open spaces.

There is a preference for generous path widths and creation of seating areas at frequent intervals to support users of all-ages and abilities. Wayfinding signage, in particular at decision making points helps build confidence, thereby encouraging exploration and use by visitors. Interpretive signage to places of interest (such as natural features) along the routes help promote appreciation and build stewardship of these spaces by the community. Lighting for pedestrian safety may be appropriate, but should minimize the disturbance on neighbouring properties and/or natural habitats (such as through the use of wildlife friendly luminaires).

Further, user comfort can be enhanced through landscape treatment, in particular with high branching deciduous shade tree planting (bearing in mind CPTED principles (see also **"User Safety and Comfort" on page 9)** for maintaining open lines of sight), and biodiverse landscapes for year-round visual interest.

3.3.6 Multi-Use Paths (MUP)

Cycling is an important component of a connected active, multi-modal network. Similar to pedestrian routes, combined cycling and pedestrian routes (multi-use paths) should be continuous, convenient, and connect to the wider network. Similar design considerations apply as with neighbourhood routes, and the design should be in accordance with current best practice and Township standards (including for signage and lighting), incorporate CPTED principles (see also **"User Safety and Comfort" on page 9**), and accommodate the needs of persons with accessibility challenges, those with strollers, and the elderly.



Figure 3.21 - Mid-Block Connections and MUP Network
Capital Pathway, Ottawa

3.4 Landscape Design

Development is to be planned to support the natural environment by the creation of connected corridors with biodiverse plantings, habitat enhancement, the protection of trees, particularly in unencumbered soil areas, and the provision of adequate soil for the growth of mature, healthy trees throughout the area.

Trees and Plantings

3.4.1 Tree Planting

The national Canadian Urban Forest Strategy's vision for all Canadian towns and cities is:

> "A canopy of trees, sheltering and protecting our communities; part of a green infrastructure that promotes healthy air, clean water, habitat, quality of life and economic prosperity."

The intent is to establish Amherstview West as a well treed community, with large growing shade trees planted along all streets and pathways, and within open spaces.

A diverse tree pallet is to be planted to support biodiversity and to reduce the risk of catastrophic tree loss (such as caused by Dutch Elm Disease). Strive to use species native to the area whenever possible. Trees should be selected for hardiness to climatic and site specific conditions (e.g., highly salt tolerant trees to be used along roadsides). It is also important that all trees have abundant soil volume, of good quality tree soil, and are planted in accordance with best practice to increase viability and promote full mature growth.

3.4.2 Soft Landscape and Green Spaces

As with tree planting, the intent for Amherstview West is to celebrate the natural landscapes of the area and provide connections to nature. There are to be plentiful and varied plantings throughout the neighbourhood.

There should be a preference for native or naturalized species whenever possible (invasive species are not to be used), with a species mix that offers attractive or useful year round interest. In particular consider winter characteristics such as perennial species that dry-back



Figure 3.22 - Urban Forest Cover
Tree lined street, Ottawa

rather die-back, form, and bark colour of trees and shrubs. Plantings should also incorporate a mix of coniferous and deciduous planting material in planting beds.

Where feasible, low-mow native grasses and wildflower meadow plantings should be utilized for open areas where amenity (turf) lawns are not required for programming. These species rich grasslands and/or wetlands provide numerous ecological benefits, reduce the burden on intensive maintenance regimes, and offer opportunities for education and/or community stewardship initiatives (e.g., engaging locals schools or community gardening groups).

3.4.3 Community and Private Gardens

Opportunities should be sought to provide for local food production and measures that help educate and raise food awareness, such as community gardens, and/or allotments.

3.4.4 Permaculture in the Public Realm

Permaculture ('permanent agriculture") is a broad term that incorporates a range of ecosystem based practices and applications to achieving resilient, productive landscapes. The intent is to move from purely ornamental landscape treatments that require intensive maintenance to biodiverse, resilient landscapes that benefit the community, such as being a local source of affordable, healthy food (fruits, vegetables, herbs, etc.).

In simple terms, this is achieved by using companion plants that serve different functions (e.g., pollinators to attract insects, nitrogen fixers to naturally fertilize the soil, herbs and fruiting species to provide produce, etc.). This approach may be applied across scales, from private gardens to large neighbourhood open spaces. For instance, selecting fruit producing trees and planting herbs and vegetables in planting beds as an alternative to ornamental species.



Figure 3.24 - Dry Back Planting
Native grasses in winter



Figure 3.23 - Meadow Planting
Urban Meadows, Yale University



Figure 3.25 - Permaculture
Urban Fruit Trees, Ottawa

3.5 Streets, Streetscapes, and Parking

Amherstview West is intended to be pedestrian, cycling and transit-friendly. There is an intentional shift to balance private vehicle use with a multi-modal complete street approach to streets and streetscapes. Attractive and well-landscaped streetscapes create vibrancy throughout the day, and encourage social interaction in the public realm.

Main Street

3.5.1 Main Street Design

The intent is for Amherstview West's main street to be a destination for the community, Township, and wider area. The main street is envisioned as attracting residents and visitors for its mix of local businesses, public spaces, and quaint small-town main street charm. The street is to exemplify socially conscious design, embrace inclusion and diversity through the creation of places for informal gathering, and promote healthy living by supporting active outdoor use year-round.

The main street is to prioritize pedestrians, their safety, comfort, and enjoyment. This is to include wide sidewalks with ample space for social gathering and space for spill-out uses, including sidewalk cafés and patios. If cycling routes are provided along the main street they should be separated from vehicular and pedestrian routes with attractive, protective buffers.

Consideration is to be given to reduced vehicular access, which may include a one-way system, full or partial pedestrianization, or a flexible street approach that can be open or closed to vehicle traffic at different times. The design of the main street should consider accommodation for temporary / seasonal events, such as markets, fairs, etc., that

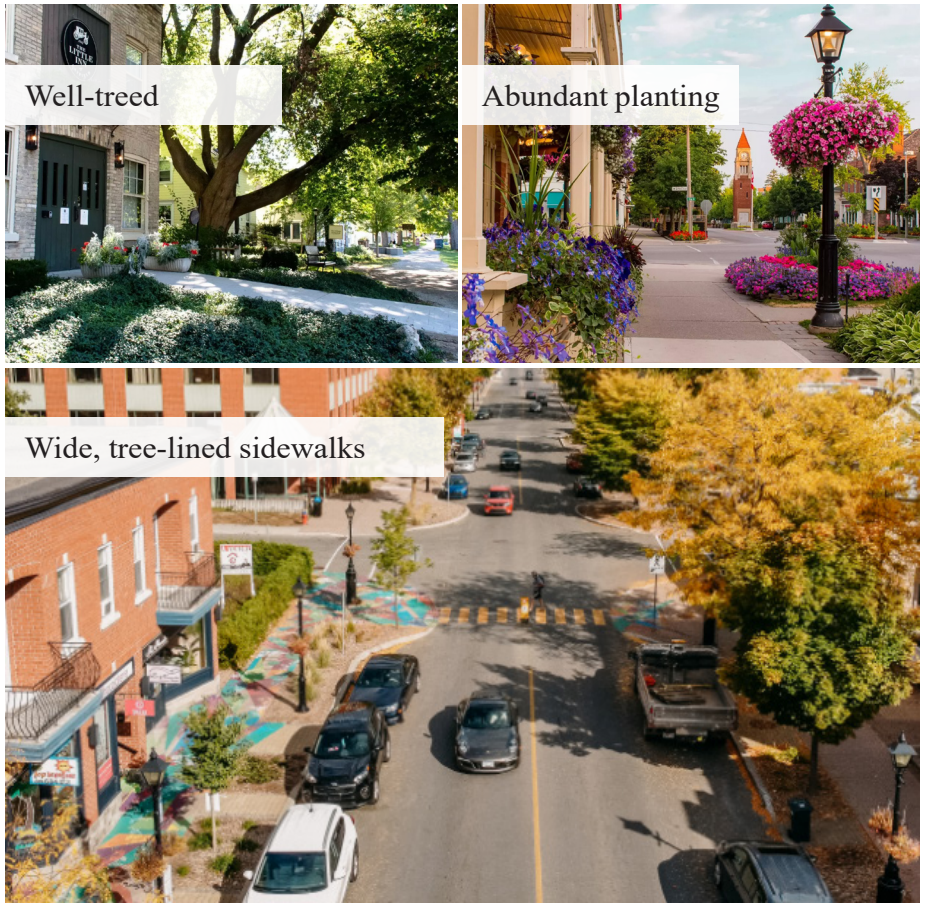


Figure 3.26 - Main Street Character
Main Street,Westboro, ON I Shops and Planting, Niagara-on-the-Lake, ON

would take-over and fully or partially close down the street. To support the pedestrian priority of the main street, the main street may be considered as a secondary vehicular access into the community, serving primarily only traffic heading to the main street itself. Parking, other than carefully considered on-street parking (e.g., accessible parking) and bicycle, should be provided to the rear of properties, with convenient access routes (e.g., shared alleyways between buildings) for people to walk through to reach the main street.

There are to be frequent places for people to sit, gather, and enjoy spending time outside, as well as publicly accessible washroom facilities in easy to find locations. Laneways and alleyways may provide opportunities for semi-public or public open spaces (e.g., parkettes, space for pop-up markets, food stalls, etc.). As with other public open spaces, it is recommended that input is sought from across the community, including those often underrepresented in public consultation (e.g., youths and members of equity deserving communities) in the design process for all public spaces.

3.5.2 Main Street Gateway

As an integrated feature of the main street, there is to be a 'gateway' treatment that announces arrival into Amherstview West, serves as a landmark, and reinforces the quaint, small-town character of the community. The gateway should include public space that can be used for social gathering, and is an opportunity for public art, a water feature, or other design element.

The use of local materials, such as limestone which is prevalent in the area, should be considered. The gateway, which may be located at the intersection of the main street and County Road #6 or nestled along the main street, should incorporate a physical gateway element that is passed through as one enters the community.

3.5.3 Street Greening

The main street shall strive to incorporate Green Street design principles, including plentiful provision of street trees, as well as trees on private property, areas of soft (planted) landscapes, and where appropriate incorporation of Low Impact Development (LID) stormwater management solutions.

3.5.4 Public-Private Interface

The public-private interface is the transition between the public realm (comprising the sidewalk and including any landscaped or furnished zones) and private property including building frontages, laneways, and rear entrances. This interface plays a critical role in supporting street activity, accessibility, and how vibrant the main



Figure 3.27 - Main Street Gateway
Grimsby, ON

street is perceived to be. The intent is that there should be a high level of permeability, both physical (e.g., frequent shop entrances, patio entrances, etc.) and visual (e.g., windows, shop displays, etc.), between the public realm and interior spaces of buildings lining the main street.

Development along the main street should be designed with active ground floor uses, and the design of the public realm should enable the use of sidewalks for street related retailing and sidewalk cafés. Where a building is set back from the property line along the main street, the area in front of the building shall be designed as a 'semi-private' extension of the public realm. Shade trees as well as planted landscape treatments are encouraged to augment the street tree canopy cover, street beautification, and reduce urban heat island effects.



Figure 3.29 - Public-Private Interface
Niagara-on-the-Lake, ON

Public Streets

3.5.5 Street Design

All streets are to be designed to be attractive and walkable, promoting safe use for all modes of travel. This is to include wide sidewalks, frequent areas for respite and social gathering (e.g., opportunities to sit in comfortable, convenient places), landscaped boulevards, and street trees.

Traffic lane dimensions, intersection geometries, and other transportation design standards shall be consistent with the multi-modal nature of the streets. Where possible, this would include roads designed with the narrowest curb-to-curb width and tightest intersection curb radius permitted by Township standards.

All streets should incorporate measures that encourage slow drivers and deter 'rat running', preferably using techniques that require drivers



Figure 3.28 - Walkable, Landscaped Street
Green Street, Portland, Oregon

to slow down and pay attention (e.g., changes in surface treatment, narrow lanes, tight corners, etc.) over physical traffic calming (e.g., speed humps).

3.5.6 Landscape Boulevard and Street Trees

Streets are to incorporate landscaped boulevards between the back of curb and sidewalk to provide separation and buffer pedestrians from the street. In all suitable conditions streets are to be lined on both sides with large growing shade trees. Low Impact Development (LIDs) landscape treatments, such as bioswales, should be incorporated in all suitable conditions into the inner boulevard along all streets to augment stormwater management. See also **"Low Impact Development (LID)" on page 14**.

Where landscaping is provided to augment street trees, low maintenance and drought-resistant species are recommended to minimize maintenance and irrigation requirements. Preference should be given to native species, and in suitable conditions consideration should be given to edible species. See also **"Permaculture in the Public Realm" on page 26**.

3.5.7 Utilities

Utilities in the public realm include utility cabinets, transformers, and hydro and gas meters. These items must be effectively integrated into the streetscape, buried underground wherever possible and/or screened from view to minimize their visual impact. Utilities located within the public boulevard, should be coordinated with landscape features such as street trees such that the pattern of trees and plantings is not disrupted by utilities.

3.5.8 Sidewalks

The provision and careful design of sidewalks, street furniture, and street trees are essential for encouraging walking in a comfortable and safe environment. All pedestrian routes are to meet or exceed the design criteria outlined by the Township supportive of persons with disabilities. Sidewalks should be continuous throughout the neighbourhood, with convenient and direct connections to the wider Amherstview community.

3.5.9 Crossings and crosswalks

Safe crossings should be provided at all intersections, as well as at any point where a desire line supports the need for a mid-block crossing. The creation of 'bump outs' is encouraged to minimize the length of pedestrian crossings for user safety. Visual cues should be provided to indicate pedestrian priority, which may include enhanced lighting and signage and unique pavement treatments or markings.

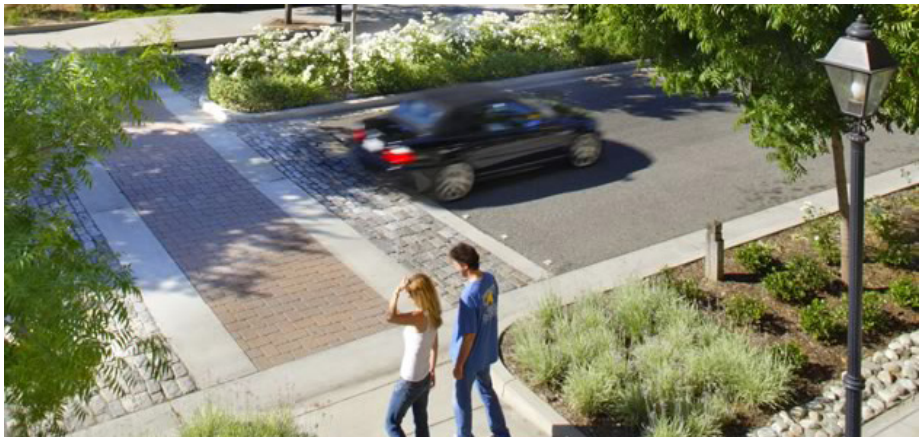


Figure 3.30 - Pedestrian Crossing as Traffic Calming
Raised table crossing

Driveways and Service Areas

3.5.10 Driveways

The intent is to minimize the visual impact of driveways. They should be narrow, and where feasible, the preference should be given to locating driveway access (e.g., to private garages or parking areas (both surface parking lots and structured parking)) off side and/or rear laneways rather than street access.

3.5.11 Loading, Service, and Drop-Off Areas

Retail shops, restaurants, and other local businesses require delivery, courier, and garbage services. As such it is recognized that just-in-time, next day, and regular parcel delivery throughout the day are an important consideration. These areas should, be designed and positioned to be discreet, preferably to the rear of buildings, and to minimize conflict with pedestrians and vehicular traffic. Loading areas at grade are to be screened from public view using aesthetically pleasing treatments such as fencing, screens, and landscaping.

Short-term drop-off space for couriers, taxis, and ride-share may be considered along public streets, such as designated on-street parking areas or the use of laybys.

Parking

The intent is to reduce the impact of vehicles on the character and charm of Amherstview West, while supporting the needs of the development. Preferential parking for bicycles, energy efficient vehicles, and car-share services are encouraged.

3.5.12 Bicycle Parking

Public bicycle parking should be incorporated along cycling routes and public streets in appropriate locations, such as to serve public parks, plazas, and where there are local shops or businesses. Consideration should be given to sheltered bicycle parking facilities.

3.5.13 Electric Vehicle Charging Stations

Electrical vehicles are increasing in use and yet one of the greatest barriers to equitable opportunity to own these vehicles is the availability of places to park and charge them. It is encouraged



Figure 3.31 - Electric Vehicle Charging Station
Ubitricity, DesignBoom Magazine

that electric vehicle (EV) charging stations are provided in priority locations throughout Amherstview West, including on public streets where they may be used by residents and visitors alike.

3.5.14 On-Street Vehicle Parking

On-street parking plays a key role in a sustainable community. In addition to accommodating residential visitor parking and short stay parking for retail stores, on-street parking functions as a traffic calming device to slow traffic speeds, and acts as a safety buffer separating the pedestrian realm from moving vehicles.

On-street parking areas may be demarcated with a special pavement treatment in order to distinguish the parking lane from the roadway. Well landscaped bump-outs are encouraged (where possible, to be coordinated with Public Works) to frame parking and reduce road width at crossing. Bump-outs should be designed as an extension of the boulevard and in consideration to drainage and impact on operations such as winter snow clearance. Where landscaping is provided on bump-outs, it should be low, and should not compromise sightlines.



Figure 3.32 - Green Surface Parking
Hautepierre Hospital;l Green Surface Parking

3.5.15 Surface Parking

Where surface parking is provided, there shall be a preference for it to be located at the side or rear of buildings. For residential development, specifically for semi-detached dwellings and townhouses, adjacent properties should share driveways serving parking areas to reduce the number of curb cuts and thus the potential for pedestrian/vehicular conflict.

Surface parking areas should be broken up with landscaped islands to soften their visual impact. These areas may also serve as LID systems. Continuous landscaping should be provided to reinforce pedestrian walkways within parking areas. Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat, with preference to native species.

3.5.16 Structured Vehicle Parking

As with surface parking, parking structures should be to the rear of buildings (or the interior of a block) wherever possible. If a parking structure has frontage onto a public street, this frontage should be designed to compliment the character of the community (e.g., to 'blend in").

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