
Appendix C Cross Sections



Appendix C.1 NAK Design Group Right of Way Design Concept

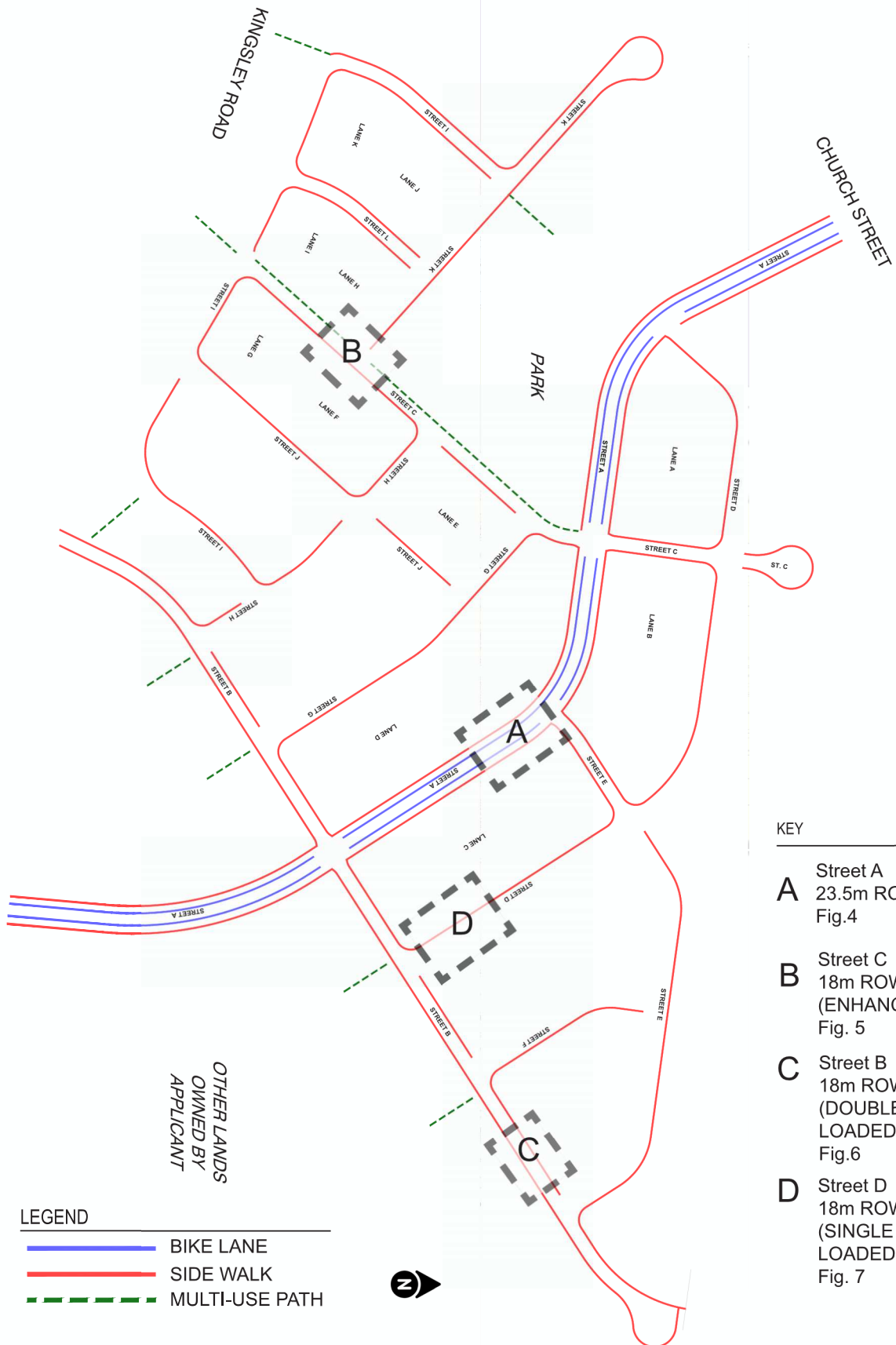


DECO

Base 31 Village A



Right of Way Design Concept



- KEY**
- A** Street A
23.5m ROW
Fig.4
 - B** Street C
18m ROW
(ENHANCED)
Fig. 5
 - C** Street B
18m ROW
(DOUBLE
LOADED)
Fig.6
 - D** Street D
18m ROW
(SINGLE
LOADED)
Fig. 7

- LEGEND**
- BIKE LANE
 - SIDE WALK
 - - - - - MULTI-USE PATH

Planning Principles for Cycling Routes

- 1. Dedicated boulevard cycling trails** are planned for Street A (23.5M ROW) only.
- 2. Shared multiuse trails** (3m wide) are proposed within walkway blocks and the Street C boulevard.
 - a) Street C is characterized as an enhanced 18m ROW as it will accommodate pedestrian and cycling traffic from the Cultural Hub to the Park in Village A and the dedicated cycling trail on Street A .
 - b) A pedestrian crosswalk at Kingsley Road is recommended (not shown on plan)
3. Cycling within all other local roads will be shared on roads

Planning Principles for Pedestrian Routes

1. All sidewalks will be 1.5m wide.
2. Multiuse trails will be 3m wide.
3. Street A (23.5m ROW) will have sidewalks on both sides.
4. Street C (18m Enhanced ROW) shall have a sidewalk serving lane-based units on the south side, and a 3m multiuse trail on the north side.
5. Sidewalks on all other 18m local roads may occur on one side, or both sides of the ROW. Sidewalks shall be provided where the following conditions occur:
 - a) Parks
 - b) Roads with multiple walkway blocks
 - b) Lane-based residential units

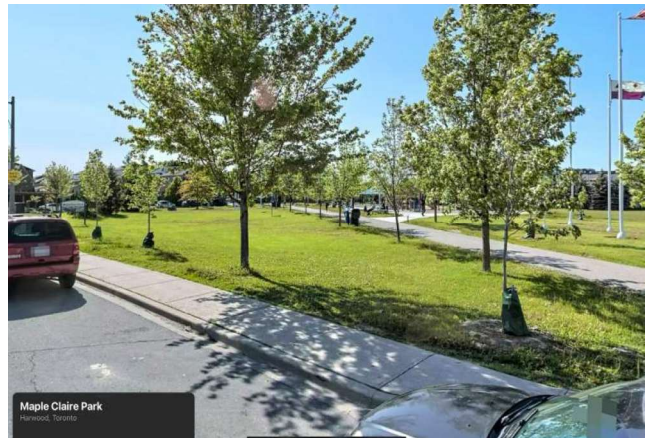


Figure 3.1: Sidewalks will be provided along the ROW at all parks/open spaces

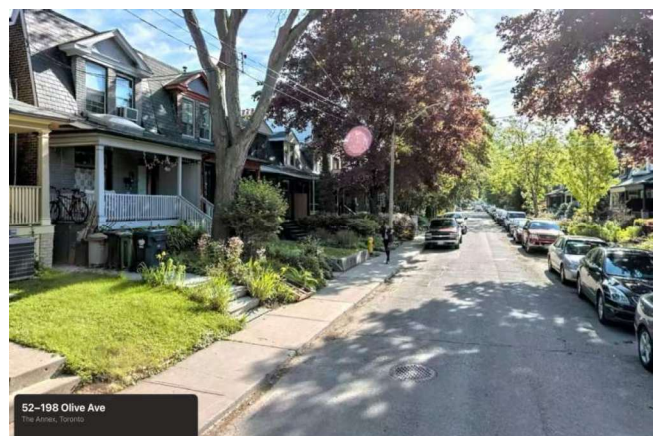
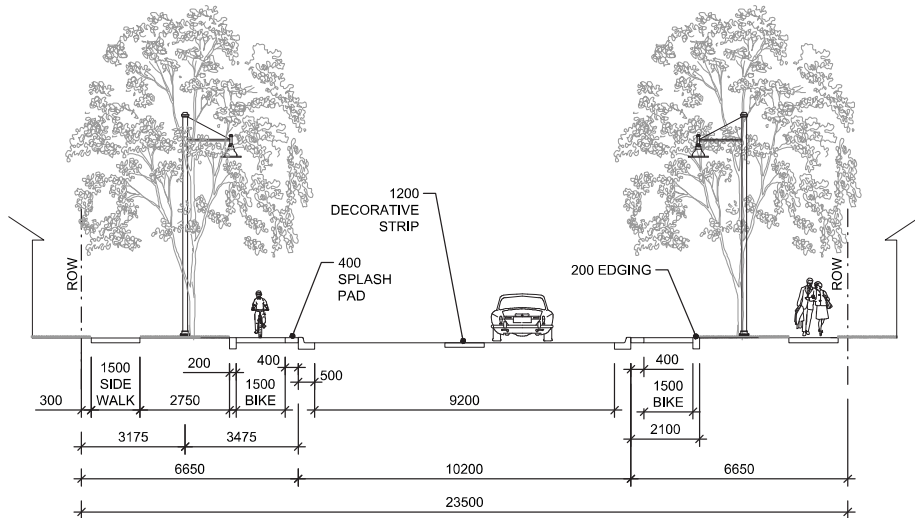
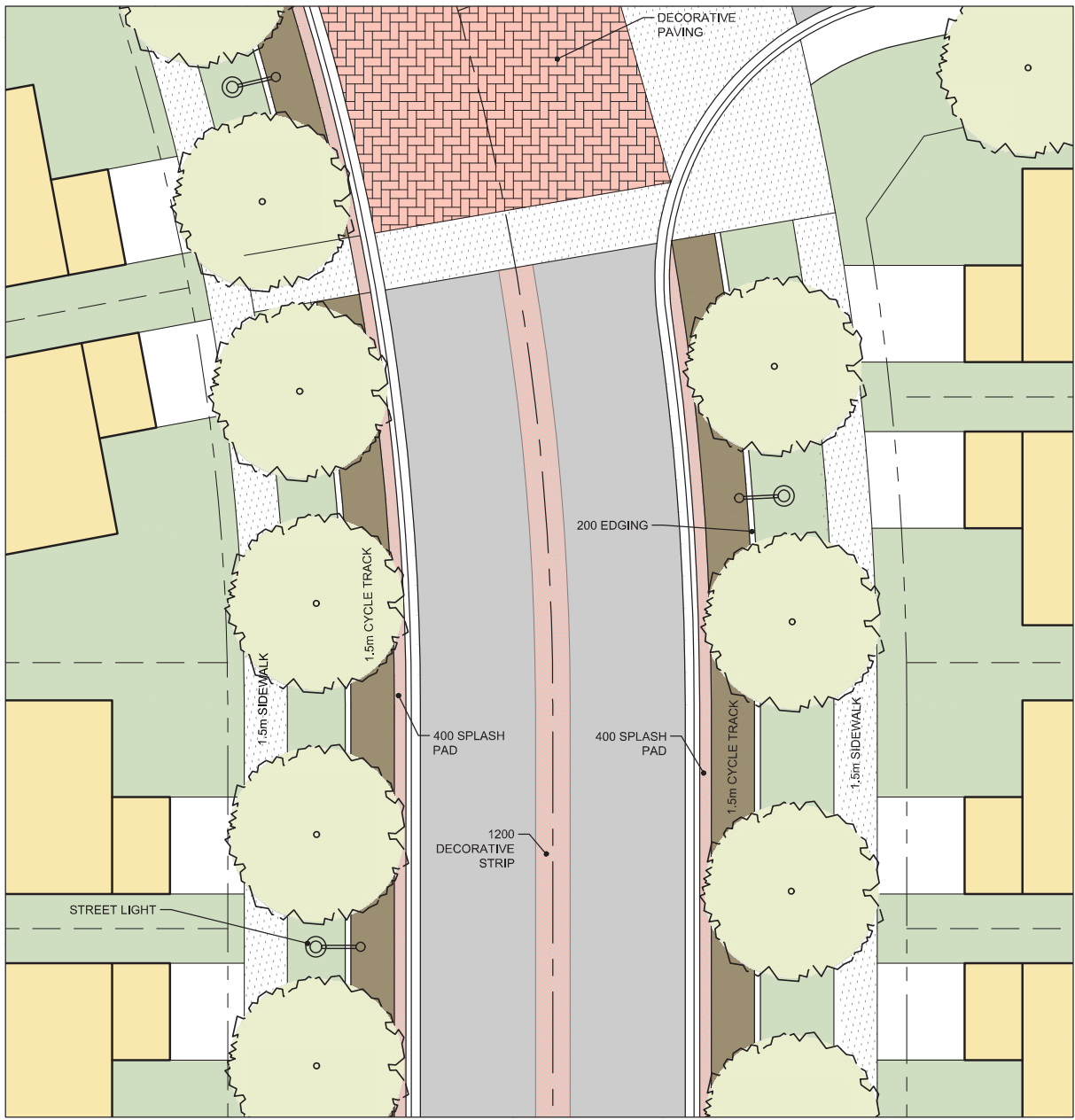
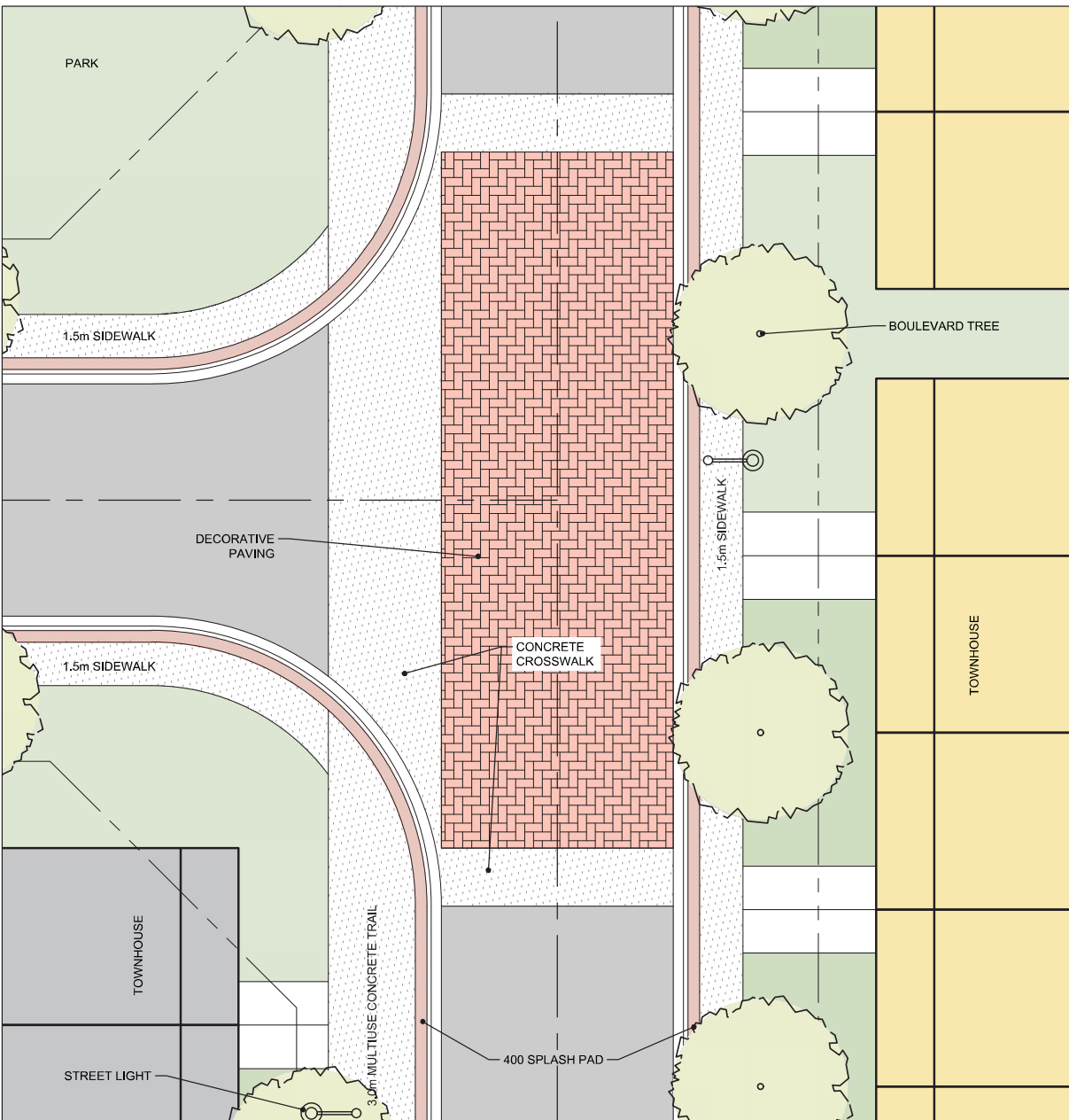
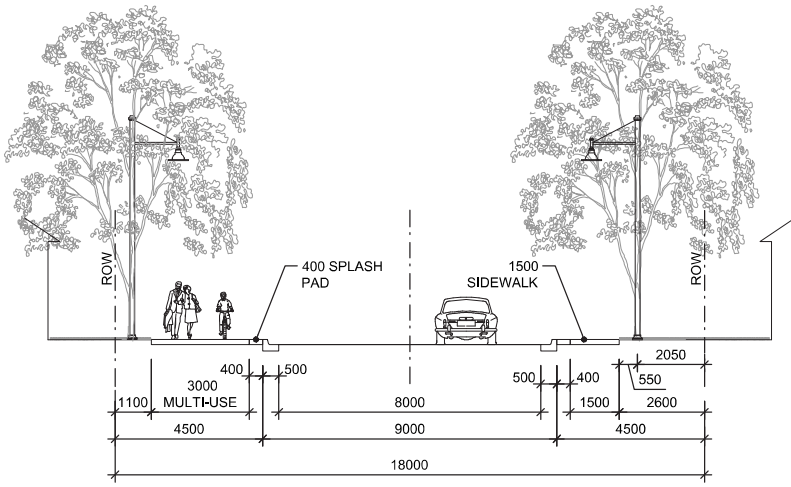


Figure 3.2: Sidewalks will be provided within the ROW at all lane-based residential units

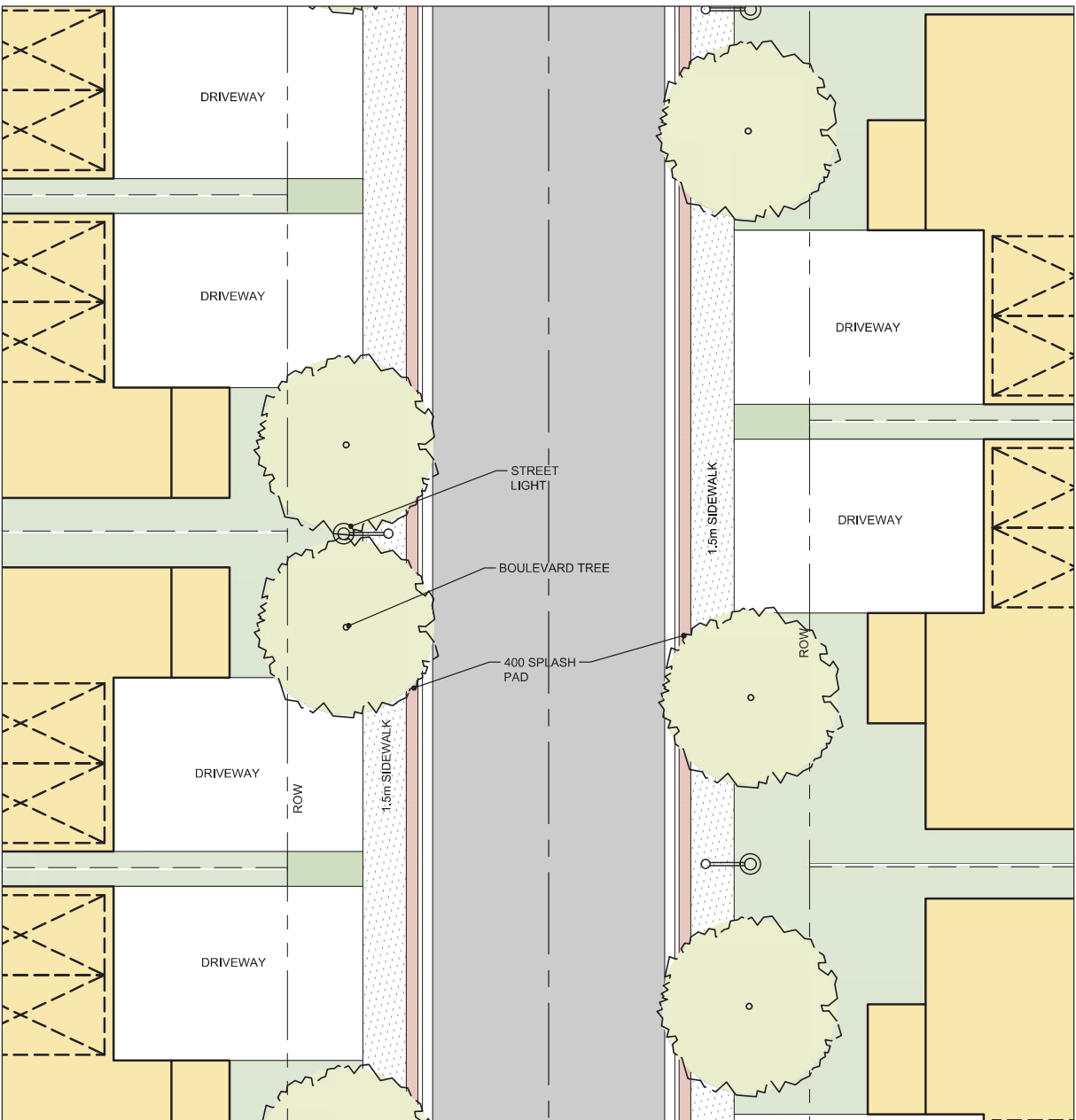




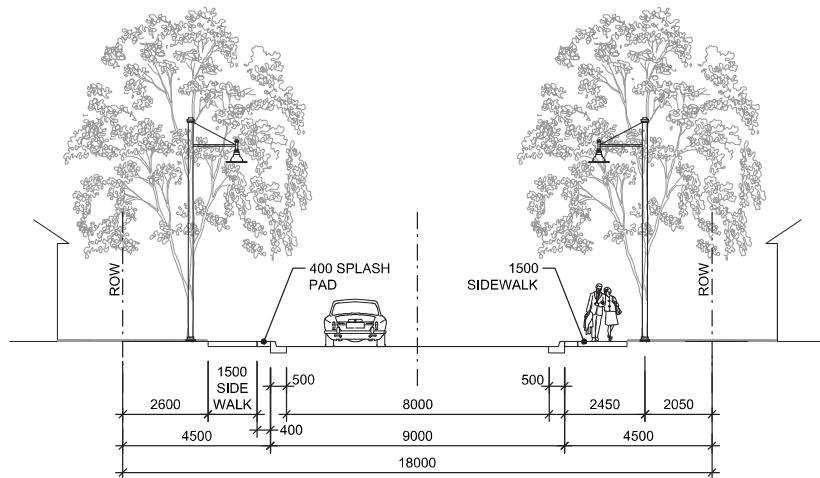
PLAN: 18m ROW - ENHANCED (STREET C)



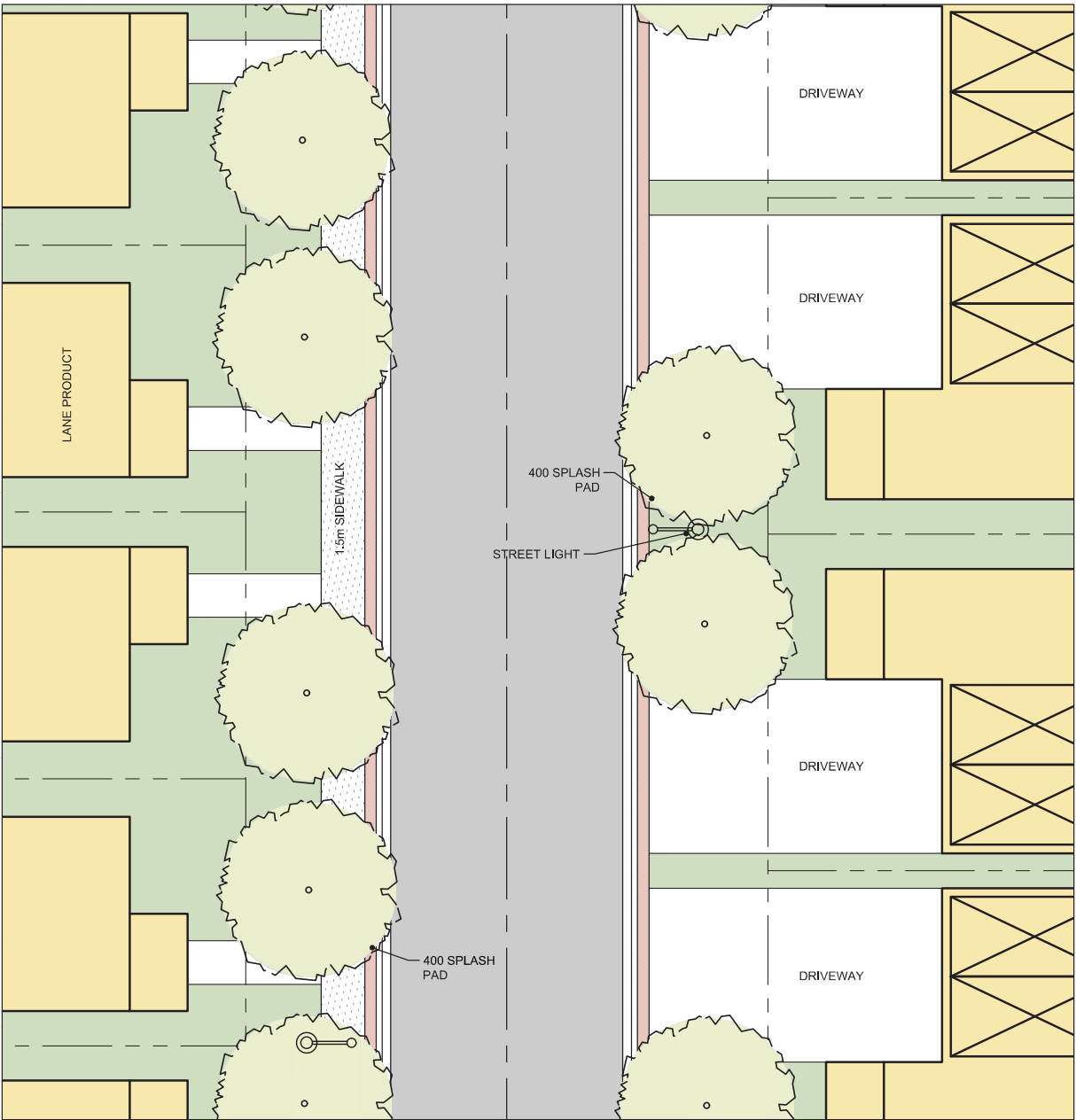
SECTION



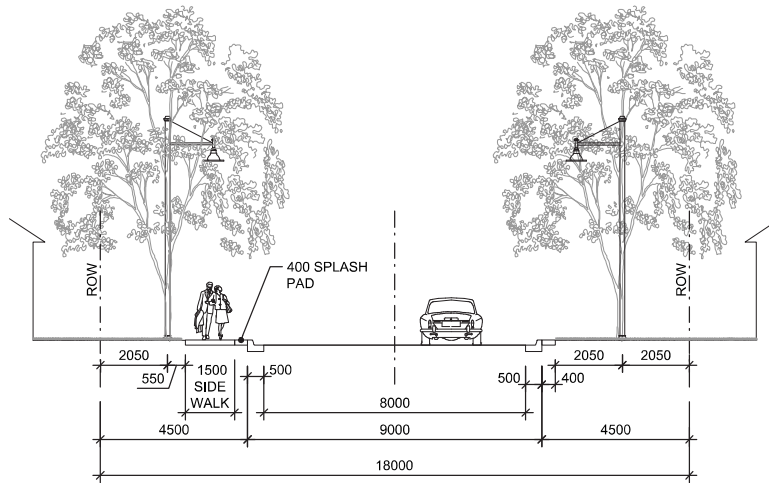
PLAN: 18m ROW - DOUBLE LOADED (STREET B)



SECTION

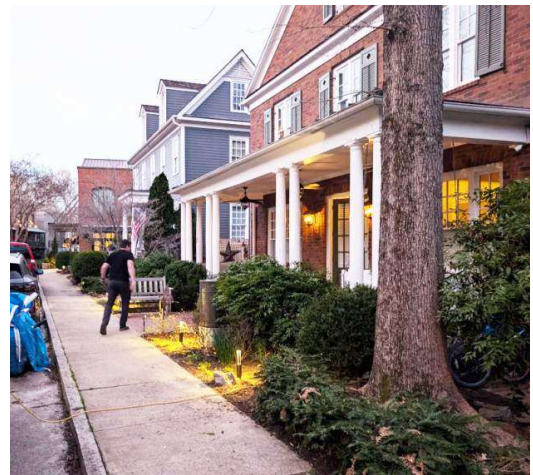


PLAN: 18m ROW - SINGLE LOADED (STREET D)



SECTION

Serenbe, Georgia



Splash Pad with Decorative Banding



Splash pad adjacent cycle track



Splash pad adjacent sidewalk

Curbside sidewalk precedents (Toronto)



Walmer Road (The Annex)



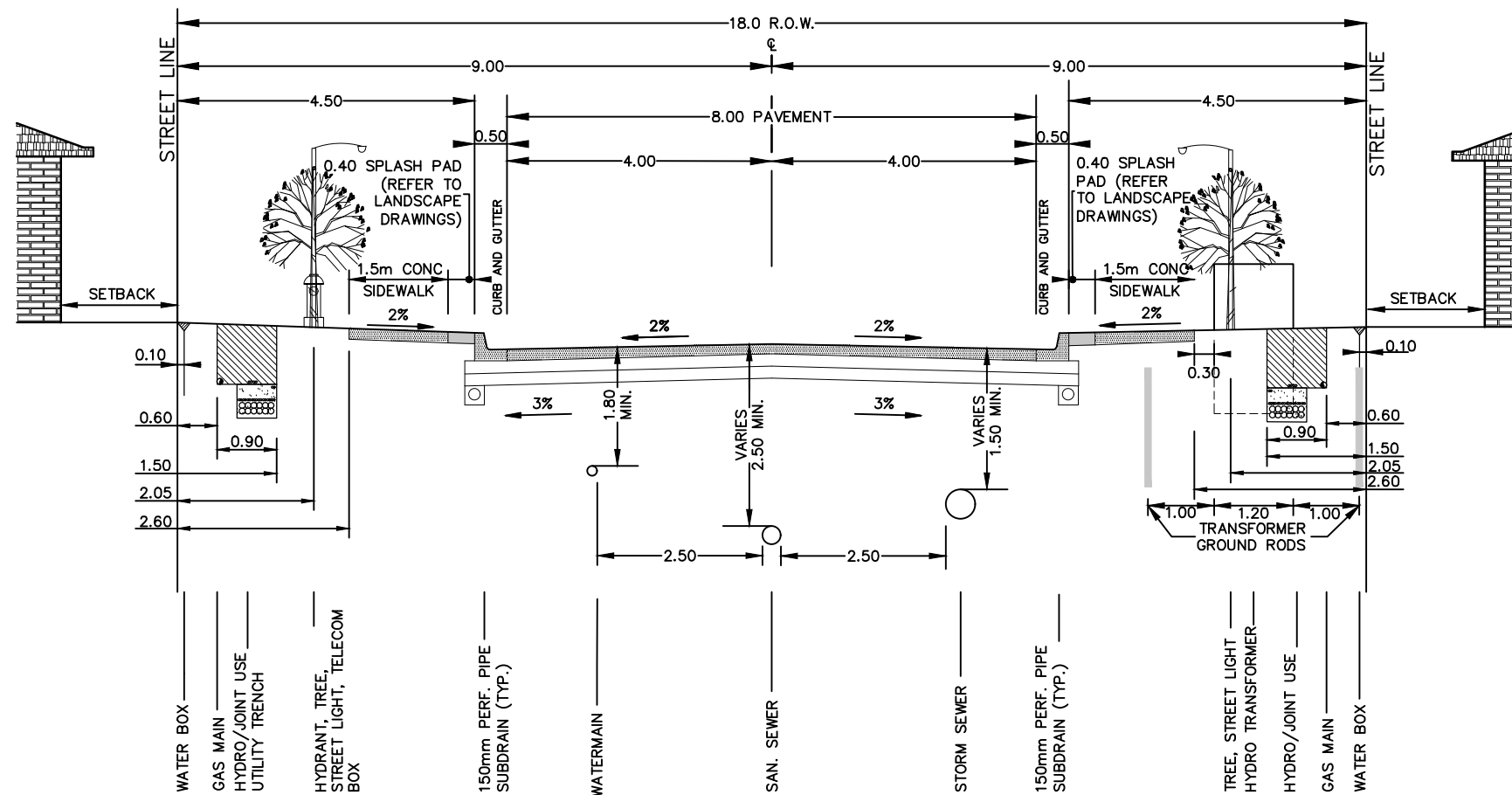
Leuty Ave (The Beaches)



Palmerston Blvd (Palmerston - Little Italy)

Appendix C.2 Cross Secitons





NOTE:
 • MODIFIED PSD-018 18.0 RESIDENTIAL ROAD

LEGEND:

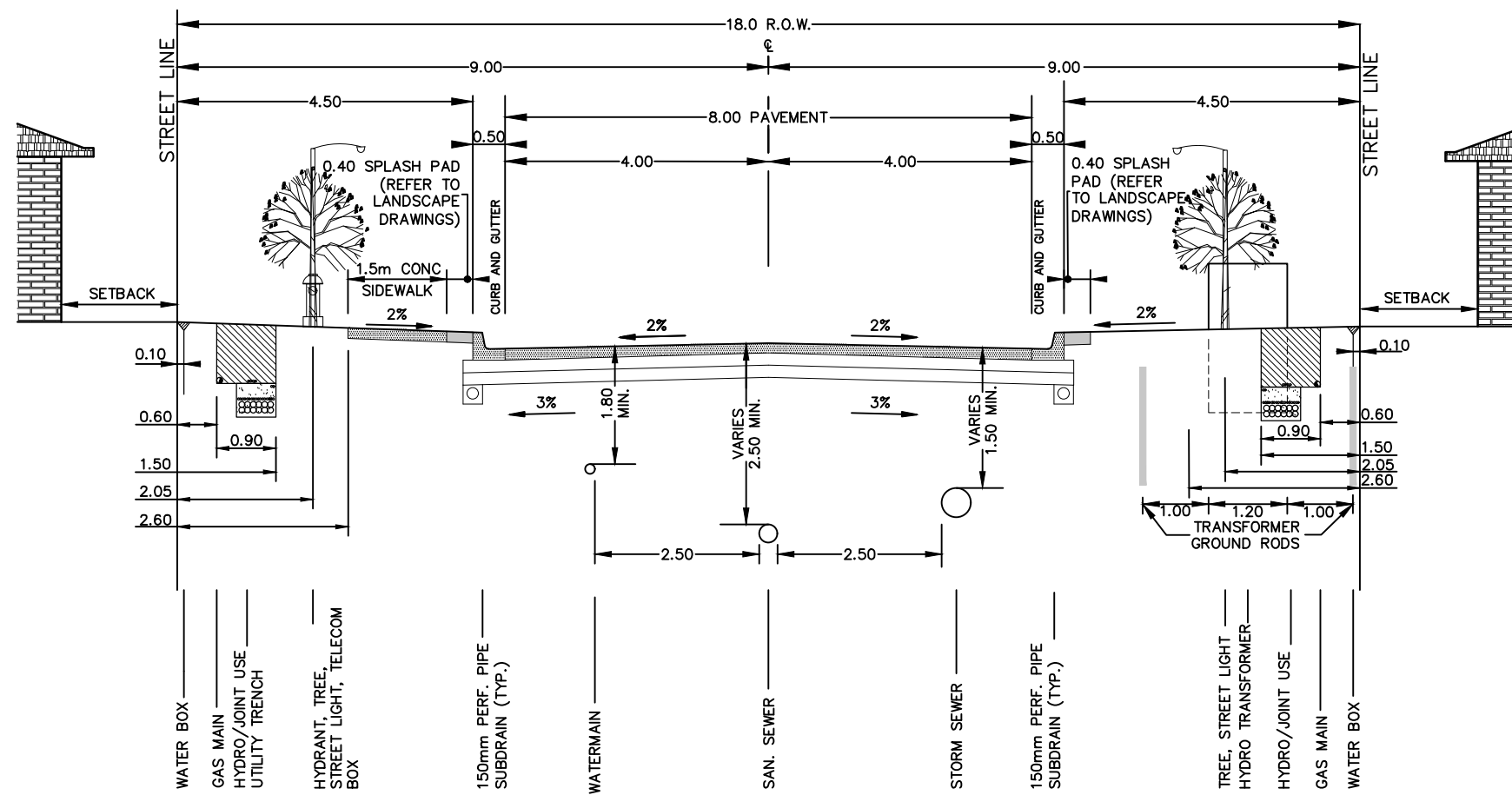
PEC PARTNERS

26.0m - INTER-CENTRE ROAD (COUNTY ROAD #22)

scs consulting group ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335

DESIGNED BY: C.C.	CHECKED BY: S.M.S.
SCALE: N.T.S	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.2
----------------------------	--------------------------



NOTE:
 • MODIFIED PSD-018 18.0 RESIDENTIAL ROAD

LEGEND:

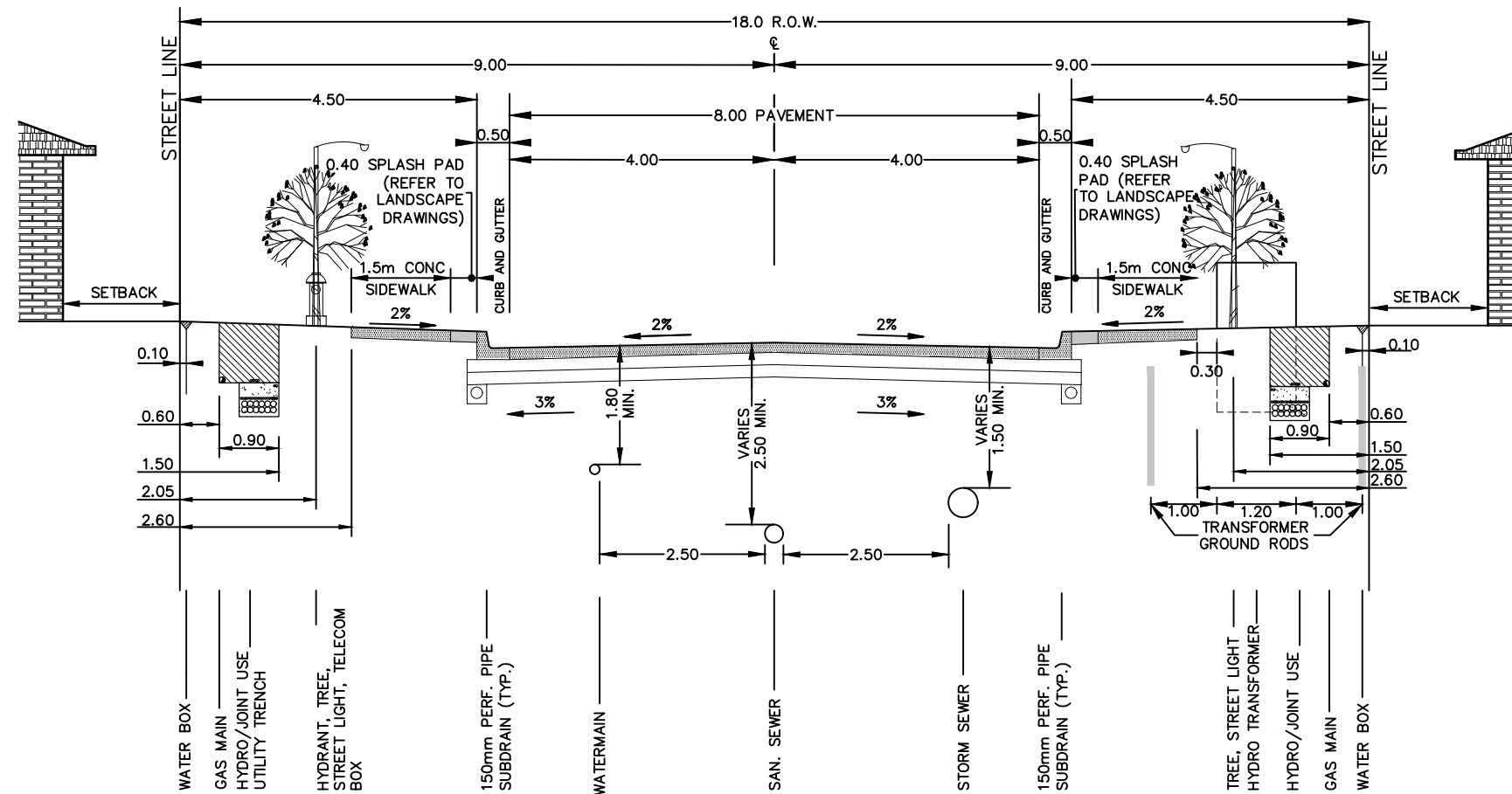
PEC PARTNERS

18.0m ROW - SINGLE LOADED
(STREET D)

SCS consulting group ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335

DESIGNED BY: Y.A.	CHECKED BY: C.C.
SCALE: N.T.S	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.3.1
----------------------------	----------------------------



NOTE:
 • MODIFIED PSD-018 18.0 RESIDENTIAL ROAD

LEGEND:

PEC PARTNERS

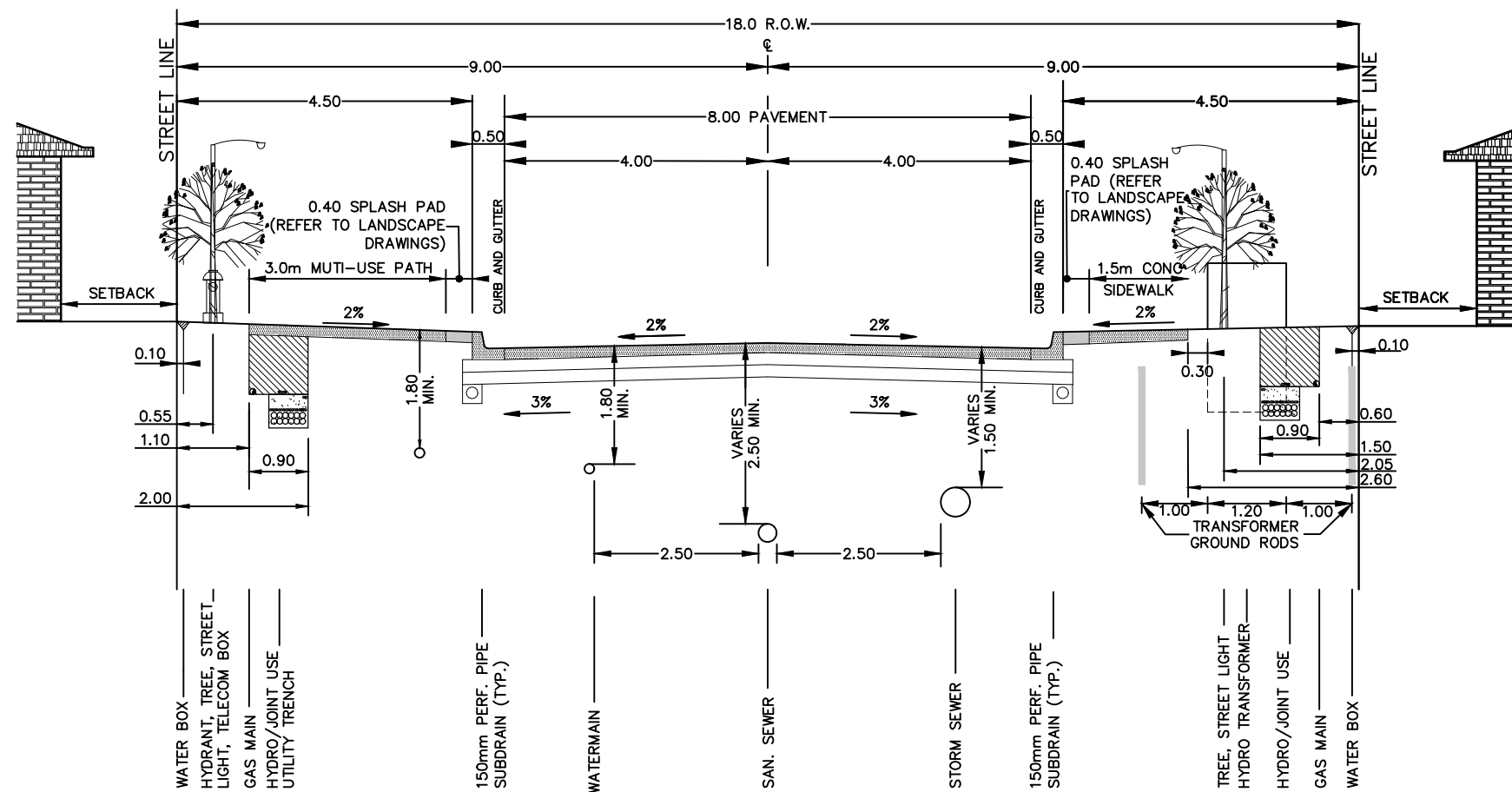
18.0m ROW - DOUBLE LOADED
(STREET B)

DESIGNED BY: Y.A. CHECKED BY: C.C.
 SCALE: N.T.S DATE: AUGUST 2025

PROJECT No: FIGURE No:

2365

C.3.2



NOTE:
 • MODIFIED PSD-018 18.0 RESIDENTIAL ROAD

LEGEND:

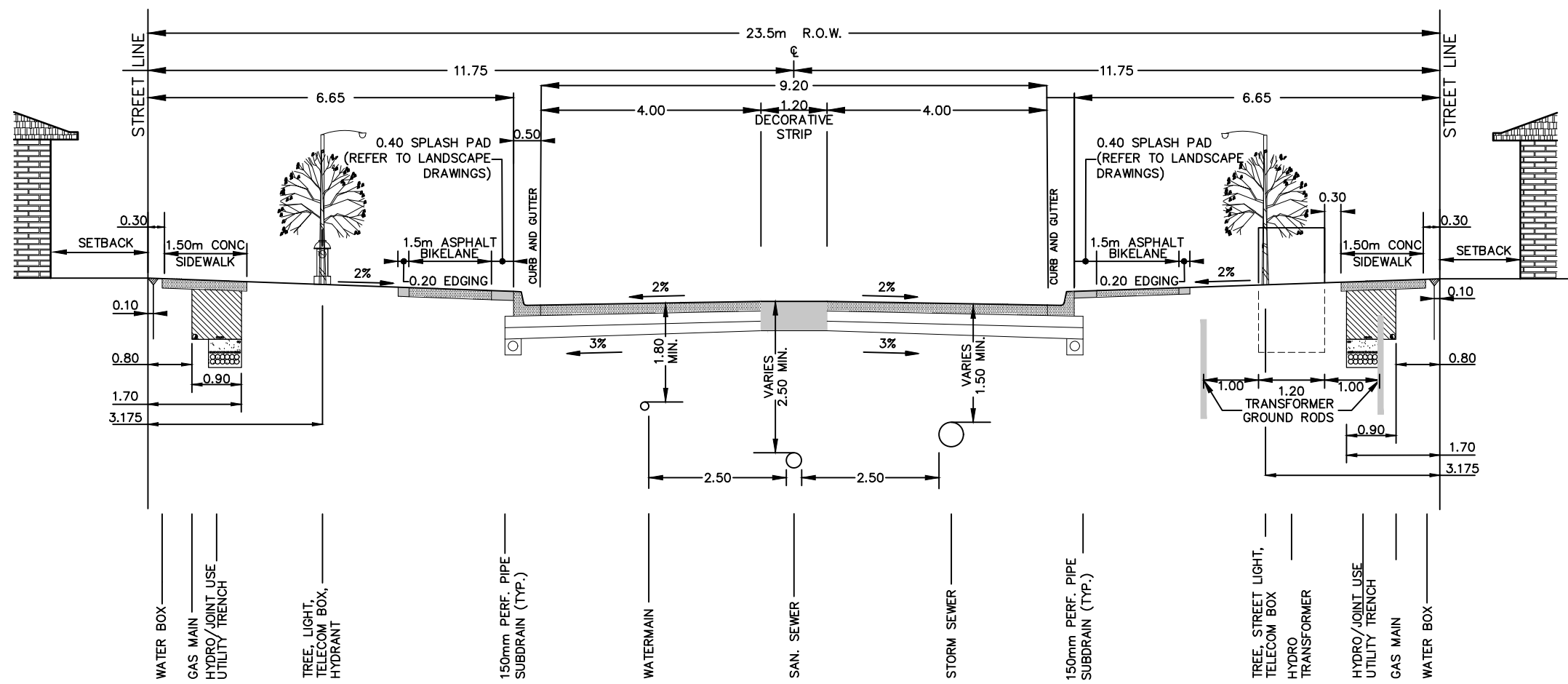
PEC PARTNERS

18.0m ROW - ENHANCED
(STREET C)

DESIGNED BY: Y.A.	CHECKED BY: C.C.
SCALE: N.T.S	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.3.3
----------------------------	----------------------------

SCS consulting group Ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335



NOTE:
 • MODIFIED PSD-023 26.0m COLLECTOR ROAD

LEGEND:

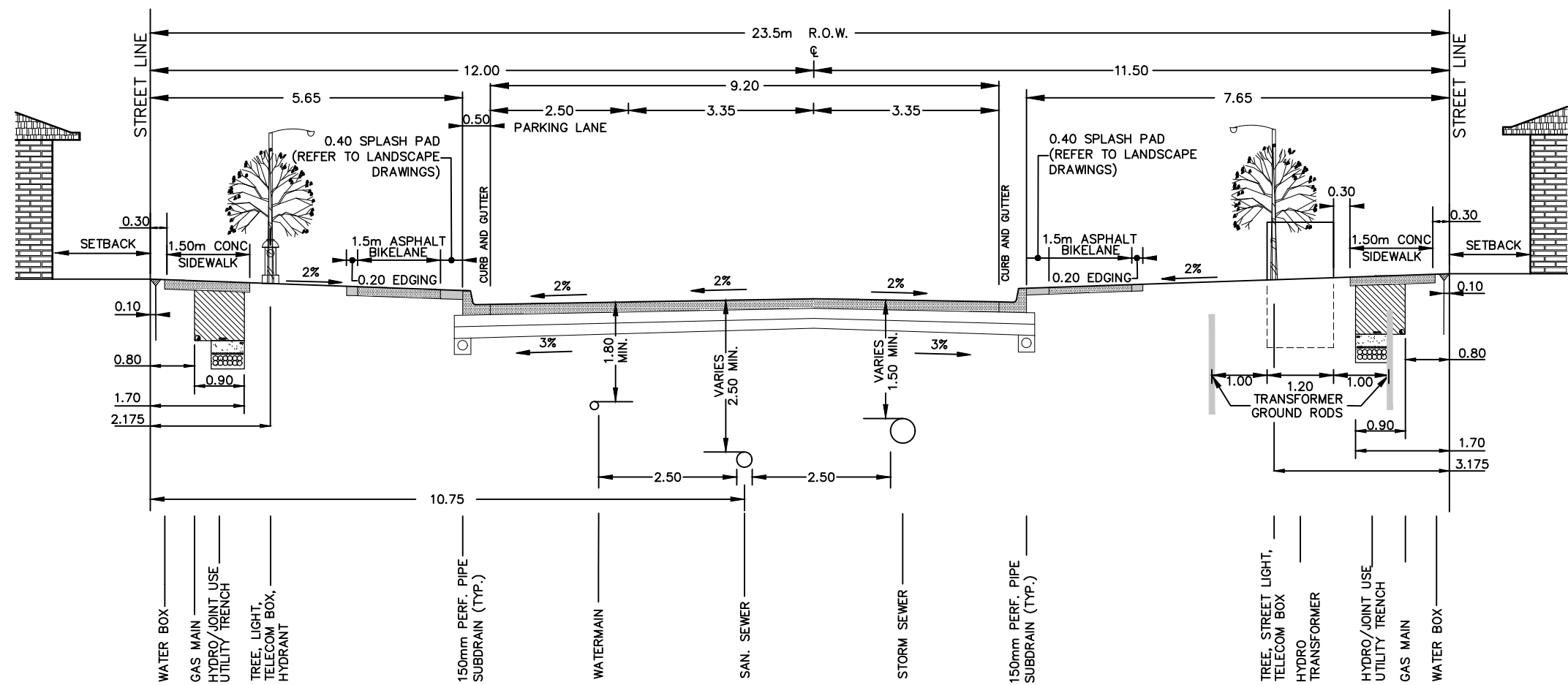
PEC PARTNERS

23.5m ROW - STREET A

SCS consulting group Ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335

DESIGNED BY: Y.A.	CHECKED BY: C.C.
SCALE: N.T.S	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.4.1
----------------------------	----------------------------



NOTE:
 • MODIFIED PSD-023 26.0m COLLECTOR ROAD

LEGEND:

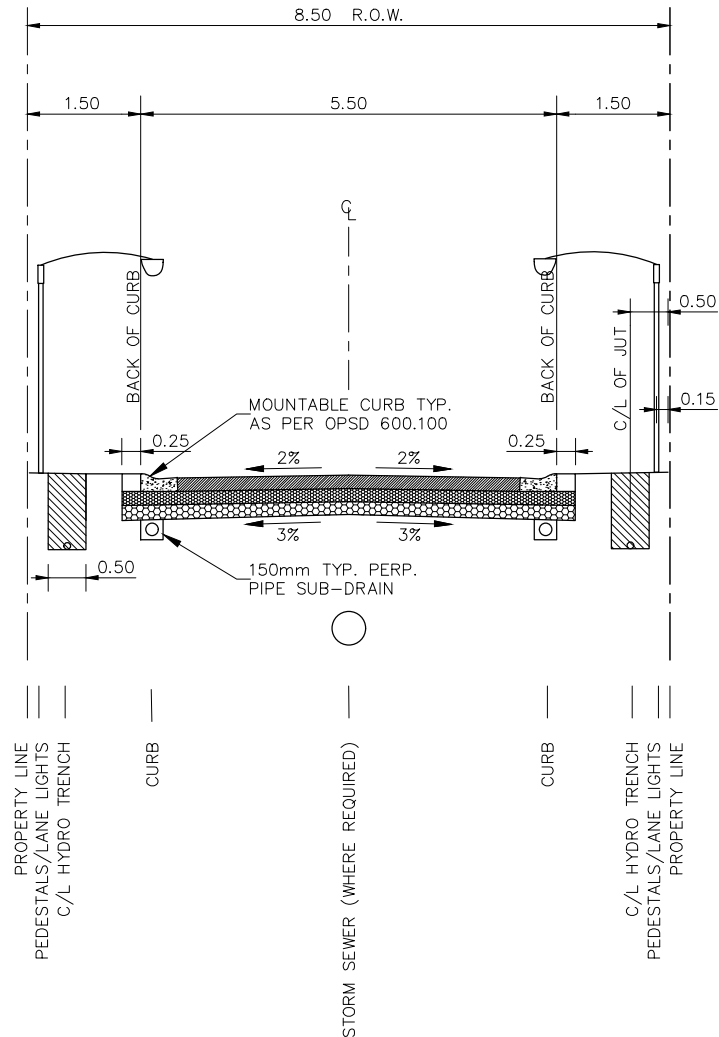
PEC PARTNERS

**23.5m ROW - STREET A
 WITH PARKING LANE**

SCS consulting group ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335

DESIGNED BY: Y.A.	CHECKED BY: C.C.
SCALE: N.T.S	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.4.2
----------------------------	----------------------------



*NOTE: LAYOUT IS SCHEMATIC ONLY, DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE.

	PICTON AIRPORT - PRINCE EDWARD COUNTY COMMUNITY PARTNERS INC.	8.5m MUNICIPAL REAR LANE
--	--	---------------------------------

SCS consulting group Ltd
 30 CENTURIAN DRIVE, SUITE 100
 MARKHAM, ONTARIO L3R 8B8
 TEL: (905) 475-1900
 FAX: (905) 475-8335

DESIGNED BY: C.C.	CHECKED BY: S.M.S.
SCALE: NTS	DATE: AUGUST 2025

PROJECT No: 2365	FIGURE No: C.5
----------------------------	--------------------------

Appendix C.3 PEC Comments on Cross Sections



Costa, Cosimo

From: Tyler Lasko <tlasko@pecounty.on.ca>
Sent: July 29, 2025 11:38 AM
To: Costa, Cosimo; Christopher Marchese
Cc: Schaefer, Steve; David MacPherson; Alexandra De Gasperis; Tyler Lasko
Subject: B31 Review of Proposed ROW Sections Concepts
Attachments: 2025-06-06_Base 31 - Village A ROW design concept (updated sections & plans).pdf; 18.0m ROW - Double Loaded - Street B.pdf; 18.0m ROW - Enhanced - Street C.pdf; 18.0m ROW - Single Loaded - Street D.pdf; 23.5m ROW - Street A.pdf

CAUTION: This email originated from an **EXTERNAL SOURCE**. Please use caution when opening attachments, clicking on links or responding. When in doubt, contact our IT Department.

Hi Cosimo and Chris.

Thank you for the info supplied in the attached regarding updated conceptual road cross sections for Village A and suggested adjustment of the ped/cycle facilities towards the back of curb.

Staff review noted a desire to locate the watermain under the road to avoid conflict with the ped/cycle infrastructure. County staff have no objections to the Village A proposal proceeding with the proposed curb faced road sections provided that watermains are located between the curbs (under the asphalt with minimum OPSD offset from sanitary). As has been discussed to date, it is expected that the updated FSSR for Village A will include these updates.

From the Pedestrian and Cycling Routing Plan (NAK dated June 06, 2025) and from previous input via technical submission #1 for Village A, the County does not require sidewalks on both sides of the road in all cases - such as Street B and around cul de sacs; however, this can be further evaluated and determined in detail along with final plan detailed review.

Note that Village A road sections cannot serve as precedent for future Villages within the Base31 Master Plan; let's assess and agree on approach as further development comes in the future.

If any questions then please contact me direct.

With thanks,

Tyler Lasko, P.Eng.

Lead Engineer – Heights Development Area, Development Services
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 2039
tlasko@pecounty.on.ca



TheCounty™

The Edward Building, 280 Picton Main Street, Picton, ON, K0K 2T0
Mailing Address: 332 Picton Main Street, Picton, ON K0K 2T0
www.thecounty.ca | [facebook](https://www.facebook.com/thecounty) | [twitter](https://twitter.com/thecounty)

This communication is intended for the addressee indicated above. The information contained in the email will be used for municipal purposes and will be managed in accordance with *The Municipal Act* and *The Municipal Freedom of Information and Protection of Privacy Act*. If you have received this in error, please notify us immediately.

From: Costa, Cosimo <ccosta@scsconsultinggroup.com>

Sent: June 6, 2025 10:22 PM

To: Tyler Lasko <tlasko@pecounty.on.ca>

Cc: Alexandra De Gasperis <alexandra@decocommunities.ca>; Christopher Marchese <cmarchese@decocommunities.ca>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>; sobrien@dlwengineering.ca; David MacPherson <dmacpherson@pecounty.on.ca>; Chris Sellors <csellors@pecounty.on.ca>

Subject: RE: Picton - June 10th In Person Meeting Agenda

Tyler,

Please find attached our meeting agenda which has been revised based on your comments.

For your review prior to the meeting, we provide the following information:

1. Water

- New Modeling Scenarios and memo as discussed in our June 2nd meeting
- Pump Operation and Fire Flow Testing Memo

2. Sanitary (this information was also provided earlier today under a separate email accompanied by an explanation of our findings as requested)

- Profile of Sanitary Sewer Upstream of Lalor Station – Existing Condition
- Profile of Sanitary Sewer Upstream of Lalor Station – Proposed Condition
- Plan View of Sanitary Sewer Upstream of Lalor Station – Proposed Condition
- PCSWMM Model Data of Existing Condition
- PCSWMM Model Data of Proposed Condition
- Pump Curve Data

3. Cross Sections

- Cross Section Details
- Inspirational Photos
- Landscape Design Concepts

To access this information, please use the following link:

<https://filesafecloud.scsconsultinggroup.com/url/kwjxxv4tdsvyguzt>

Please click on the link and download all files from this location.

This file transfer link will expire on September 05, 2025.

We look forward to furthering our discussions and meeting on June 10. If any issues or questions arise during your review, feel free to reach out any time.

Regards,

Cosimo Costa, P.Eng.
Associate



905 475 1900 x2359
 416 452 8519
 30 Centurian Drive, Suite 100,
Markham, ON, L3R 8B8
 ccosta@scsconsultinggroup.com



From: Tyler Lasko <tlasko@pecounty.on.ca>
Sent: June 6, 2025 1:30 PM
To: Costa, Cosimo <ccosta@scsconsultinggroup.com>
Cc: Alexandra De Gasperis <alexandra@decocommunities.ca>; Christopher Marchese <cmarchese@decocommunities.ca>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>; sobrien@dlwengineering.ca; David MacPherson <dmacpherson@pecounty.on.ca>; Tyler Lasko <tlasko@pecounty.on.ca>
Subject: FW: Picton - June 10th In Person Meeting Agenda

CAUTION: This email originated from an **EXTERNAL SOURCE**. Please use caution when opening attachments, clicking on links or responding. When in doubt, contact our IT Department.

Thanks Cosimo. Please add the following attendees on behalf of the County WWW Operations Team:

- Don Caza
- Jeff Lupton
- Landon Wiltshire

As noted in discussion earlier this week we have the Fire Chief and CIMA+ on call for any discussion as needed. As well, the CAO will examine his schedule and determine if he will be able to attend.

May we please have the following items included in the agenda:

- Following 1b) add Outstanding Technical Commentary as we would like a space to hold for any other technical comments to date that could use further discussion
- move 1e) Reservoir up to before 1d) Rental Building as this item will fit well with technical comments to date and the water system operation discussion

Thanks. Please circulate once updated.

Tyler

From: Costa, Cosimo <ccosta@scsconsultinggroup.com>
Sent: June 5, 2025 5:18 PM
To: Tyler Lasko <tlasko@pecounty.on.ca>
Cc: Alexandra De Gasperis <alexandra@decocommunities.ca>; Christopher Marchese <cmarchese@decocommunities.ca>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>; sobrien@dlwengineering.ca

<sobrien@dlwengineering.ca>

Subject: Picton - June 10th In Person Meeting Agenda

Tyler,

Please find attached the agenda for our meeting on June 10th at Base31.





Supporting materials that reflect our recent conversations will be provided tomorrow for the County's review prior to our meeting.

If there are any questions or concerns, please feel free to call.

Regards,

Cosimo Costa, P.Eng.
Associate



-  905 475 1900 x2359
-  416 452 8519
-  30 Centurian Drive, Suite 100,
Markham, ON, L3R 8B8
-  ccosta@scsconsultinggroup.com



Computer viruses can be transmitted via email. Recipients should check this email and any attachments for the presence of viruses. The sender and sender company accept no liability for any damage caused by any virus transmitted by this email. The contents of this email transmission are the private property of SCS Consulting Group Ltd. and contain confidential information. Any copying, modifying, retransmission, or action taken with this email contents by anyone other than the intended recipients named above is strictly prohibited. If you are not an intended recipient, please delete all copies and notify us immediately. Thank you for your cooperation.

From: Willis, Stephen <Stephen.Willis@stantec.com>

Sent: Monday, March 24, 2025 12:17 PM

To: Christopher Marchese <cmarchese@decocommunities.ca>; Alexandra De Gasperis <alexandra@decocommunities.ca>; 'Kathryn Randle' <kathryn@rockportgroup.net>; 'Mike Pettigrew' <mpettigrew@thebiglierigroup.com>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>

Cc: Tyler Lasko <tlasko@pecounty.on.ca>; David MacPherson <dmacpherson@pecounty.on.ca>; Michael Michaud <mmichaud@pecounty.on.ca>; Chris Sellors <csellors@pecounty.on.ca>; Troy Gilmour <tgilmour@pecounty.on.ca>

Subject: Base31 Proposed Public Rear Laneways

Thank you for your patience while the County reviews your submissions and reflected on the points you made in our last conversation on March 12, 2025.

Although the County Staff's initial position was that the lanes should remain private, they are prepared to recommend that Council approve "**Public Laneways**" in Village A under the following conditions:

1. Although the County prefers straight lanes with no bends for operational efficiency, we appreciate there is a tradeoff with the design attributes, and consequently, County staff are prepared to make your proposed lane configuration work for most of the site, provided the other matters below are addressed.
2. We do not support Lane L as currently configured. Our concern is that Lane L is not suitable to support the proposed densities on both sides as a public road frontage and it should be a local road if these densities are fronting onto it on both sides. In our discussion with you, we discussed merging that lane and the units on the west side of Street I into the mixed use block, and re-examining that in the future in the context of a more detailed plan for the mixed use block.
3. We do not support the configuration of Lane D due to its length, and the County feels strongly that the proposed pie shaped park that has a small aperture on Street G is a poor configuration of a park that does not have enough "eyes on the street" and would be difficult to maintain, and protect from vandalism, and other challenges. The County will not accept that park. It is your choice how to resolve this, but in our internal discussions, we were comfortable with continuing Street G northwesterly towards the larger park and normalizing the shape of the block between Street A and Street G. Alternatively, you can project Street G north/easterly to Street A to connect with Street E – which is less desirable from a traffic infiltration, but the County is prepared to accept it.

4. You had indicated that you felt there could be a connection from Street G to Kingsley Road (or roughly in that vicinity). That is something staff would need to see in the next revision.
5. The connection between Village A and Vineridge subdivision is resolved to the County's satisfaction. The County has conveyed its opinion that Option 3 drawn by TY Lin is currently the only viable connection given the OLT decision. If Base 31 can work with Vineridge and propose a more efficient and cost-effective alternative, the County is open to that.
6. The lots between Street D and Lane A that have a linear park space in front do not have frontage on Street D due to the linear park. The park does not provide useful space for programming. Please revise.
7. Should Council approve staff's recommendations on accepting public laneways, the laneways will need to be:
 - a. Designated as Fire Routes (or equivalent) with no stopping allowed and to enable notices/fines and removals of vehicles as needed to maintain the public right of way.
 - b. The Laneways will be classified as a new class of public right-of-way in the County's by-laws with a different Level of Service from local roads.
 - c. The Laneways must be constructed to the Local Road standard for base and asphalt composition.
 - d. During detailed design, laneways over 90 metres long will require a public hydrant at each end with a steamer port facing down the laneway

We look forward to seeing a revised layout for review as part of a completed second submission