



# Queen Elizabeth School

35 Barker Street, Picton, Ontario

WW+P

Planning Rationale  
August 2026

**Project Team**

|                                               |                          |
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Cover Image prepared by HSPM Holdings Inc., Axonometric View of the Site, looking Southwest

# TABLE OF CONTENTS

|                                           |           |                                                    |           |
|-------------------------------------------|-----------|----------------------------------------------------|-----------|
| <b>1.0 Introduction</b>                   | <b>2</b>  | <b>5.0 Supporting Studies</b>                      | <b>45</b> |
| 1.1 Executive Summary                     | 2         | 5.1 Functional Servicing and Stormwater Management | 45        |
| 1.2 Requested Approvals                   | 3         | 5.2 Traffic Impact Study                           | 45        |
| 1.3 Proposal History & Engagement Process | 4         | 5.3 Phase One Environmental Site Assessment        | 45        |
| <b>2.0 Site &amp; Surrounding Context</b> | <b>7</b>  | 5.4 Phase Two Environmental Site Assessment        | 46        |
| 2.1 County Context                        | 7         | 5.5 Geotechnical Investigation                     | 46        |
| 2.2 Demographics                          | 9         | 5.6 Arborist Report                                | 46        |
| 2.3 Affordable Housing Context            | 10        | 5.7 Engagement Summary Reports                     | 46        |
| 2.4 Site and Surrounding Context          | 11        | <b>6.0 Planning Instruments</b>                    | <b>48</b> |
| 2.5 Recent and Nearby Development         | 14        | 6.1 Zoning By-law Amendment                        | 48        |
| 2.6 Engagement Themes                     | 16        | <b>7.0 Planning Rationale &amp; Conclusion</b>     | <b>51</b> |
| <b>3.0 The Proposal</b>                   | <b>19</b> | <b>Appendix A: Engagement Summary Reports</b>      | <b>53</b> |
| 3.1 Site Plan                             | 19        |                                                    |           |
| 3.2 Key Outcomes of Engagement            | 27        |                                                    |           |
| <b>4.0 Planning Policy</b>                | <b>30</b> |                                                    |           |
| 4.1 Provincial Policy                     | 30        |                                                    |           |
| 4.2 Municipal Policy                      | 34        |                                                    |           |

# LIST OF FIGURES

**Figure 1:** Elements of the Proposal

**Figure 2:** The Site in Picton, ON

**Figure 3:** Site and Surrounding Context

**Figure 4:** The Site's Immediate Surroundings

**Figure 5:** Nearby Development Activity

**Figure 6:** PIC #1 Engagement Feedback

**Figure 7:** Charrette, Built Form Table Discussion

**Figure 8:** Rendered Site Plan, prepared by HSPM Holdings Inc.

**Figure 9:** Building A and the Hub, view looking West, prepared by HSPM Holdings Inc.

**Figure 10:** Building C, looking West on Barker Street, prepared by HSPM Holdings Inc.

**Figure 11:** Building D and Community Garden, view looking Southwest, prepared by HSPM Holdings Inc.

**Figure 12:** Planned Pedestrian and Cyclist Network, prepared by R.J. Burnside & Associates

**Figure 13:** Quinte Conservation Regulation - Map 4-3 Picton Intake Protection Zones 1 & 2

**Figure 14:** Official Plan Schedule A-2 – Land Use Designations

**Figure 15:** Official Plan Schedule C – Constraint Areas

**Figure 16:** Picton Urban Centre Secondary Plan Schedule A – Land Use

**Figure 17:** Picton Urban Centre Secondary Plan Schedule D – Constraints

**Figure 18:** Secondary Plan Schedule B – Transportation

**Figure 19:** Draft Zoning By-law Schedule 1





# Introduction

# 1.0 Introduction

## 1.1 Executive Summary

Homes First Queen Elizabeth Residences (the “Applicant”) is proposing the redevelopment of the former Queen Elizabeth School property located at 35 Barker Street in Picton (the “Site”). The Site comprises approximately 1.82 hectares and occupies a prominent location within the Picton Urban Centre, surrounded by established residential neighbourhoods and within walking distance of Picton Main Street, Delhi Park, schools, community facilities, and other daily amenities.

The site was declared surplus by the Hastings and Prince Edward District School Board in November 2018 and was subsequently acquired by the County of Prince Edward in 2024. The acquisition supports the County’s commitment to addressing local housing needs through affordable housing and community infrastructure. In March 2025, County Council finalized a public-private partnership with New View Holdings Inc. to redevelop the site as a mixed-use community with residential and community-serving uses.

The proposed development consists of four purpose-built rental apartment buildings, including a seniors-focused apartment building and a mixed-use building containing a Community Hub. In total, the proposal will provide 209

dwelling units, including 75 seniors housing units, and approximately 1,816 m<sup>2</sup> of Community Hub space to be leased by Prince Edward County. The Community Hub will provide flexible space for community organizations, programming, services, and events serving the broader Picton and Prince Edward County community.

A total of 30% of the dwelling units are proposed as affordable rental housing, representing a significant contribution toward the County’s housing objectives. The development also includes a public parkette, community garden, amenity spaces, landscaped open spaces, active transportation infrastructure, and pedestrian connections to surrounding neighbourhoods and future development areas.

The proposal has evolved through an extensive public engagement process, including a Public Information Meeting on September 25, 2024, a Stakeholder Design Charrette on August 25, 2025, a Public Information Centre on November 6, 2025, and a Public Information Centre on July 16, 2026. Feedback from these activities informed the housing program, Community Hub, open space network, pedestrian connections, and overall site design.

Prince Edward County is experiencing housing affordability challenges, a limited rental housing supply, and a rapidly aging population. The proposal responds to these needs by providing affordable rental and seniors housing while creating opportunities to access community services, recreation, and social supports within a walkable neighbourhood.

This Planning Rationale has been prepared in support of a Zoning By-law Amendment application to permit the proposed development. The site is currently zoned Institutional (I) under Comprehensive Zoning By-law No. 140-2025. This application seeks to rezone the site to the Residential Urban Type Three (R3) Zone, and establish site-specific development standards related to building height, setbacks, parking, and landscaped open space among others.

The report evaluates the proposal against the applicable Provincial, County, and local planning policy framework. It is our opinion that the proposed Zoning By-law Amendment conforms with the Prince Edward County Official Plan and the Picton Urban Centre Secondary Plan, is consistent with the Provincial Planning Statement (2024), represents good land use planning, and should be approved.

## 1.2 Requested Approvals

The proposed development requires approval of a Zoning By-law Amendment to Comprehensive Zoning By-law No. 140-2025 to facilitate the redevelopment of the former Queen Elizabeth School property at 35 Barker Street in Picton.

Specifically, the application seeks to rezone the lands from the Institutional (I) Zone to the Residential Urban Type Three (R3) Zone and establish site-specific development standards to permit a mixed-use community consisting of four apartment buildings, including a seniors-focused apartment building, a Community Hub, a public parkette, a community garden, surface parking, and associated amenity areas.

A concurrent Site Plan Control application has also been submitted and will address detailed matters related to site design, landscaping, servicing, access, grading, parking, lighting, architectural design, and the implementation of public and private amenity spaces.

Together, these approvals will facilitate the redevelopment of a former institutional property into a community-focused development that delivers purpose-built rental housing, affordable housing, seniors housing, and community-serving uses within the Picton Urban Centre (see Figure 1).

### KEY BENEFITS OF THE PROPOSED DEVELOPMENT

- Delivers **209 purpose-built rental dwelling units**, including approximately 30% affordable rental housing, helping to address Prince Edward County's housing affordability challenges and limited rental housing supply;
- Provides **75 seniors-focused dwelling units** that support aging in place and respond to the County's growing senior population;
- Repurposes a former surplus school property into a productive community asset that addresses identified housing and community service needs;
- Introduces a **1,816 m<sup>2</sup> Community Hub**, to be leased by Prince Edward County, providing space for community-based agencies and services including education, food security, recreation, and community support programs;
- Creates a complete and inclusive community by **integrating housing, community services, publicly accessible open spaces**, and active transportation opportunities on a single site;
- **Contributes to the County's affordable housing objectives** through the delivery of attainable and affordable rental housing;
- Enhances the public realm through the provision of a **public parkette, community garden, landscaped open spaces**, and pedestrian-oriented design features;
- **Supports walkability and active transportation** through direct connections to surrounding neighbourhoods, community facilities, Picton Main Street, Delhi Park, and the broader trail network; and
- **Represents an efficient use of existing municipal infrastructure** and services within the Picton Urban Centre while directing growth to a designated settlement area.



## 1.3 Proposal History & Engagement Process

The redevelopment of the former Queen Elizabeth School property has been shaped through a multi-year process involving Prince Edward County, the Applicant, community stakeholders, and members of the public. Following the County's acquisition of the surplus school property in 2024, a competitive Expression of Interest (EOI) process was undertaken to identify a development partner capable of delivering affordable housing and community-serving uses on the site.

The project has evolved through several public and stakeholder engagement activities, including:

- **July 19, 2024** – The Applicant submitted an Expression of Interest (EOI) for the redevelopment of the property;
- **August 7, 2024** – Special Committee of the Whole Meeting where the EOI was reviewed and staff were directed to continue community consultation and return with a recommendation;
- **September 25, 2024** – Public Information Meeting held to introduce the project and gather community feedback;
- **October 4, 2024** – Revised EOI submitted by the Applicant in response to comments received from Council and the public;
- **November 26, 2024** – County Council selected the Applicant as the successful proponent;

- **April 15, 2025** – Project update presented to Council, including commitment to undertake a stakeholder design charrette;
- **August 25, 2025** – Stakeholder Design Charrette involving community representatives and stakeholders to explore design opportunities and community priorities for the site;
- **November 6, 2025** – Public Information Centre presenting updates to the proposed site plan and gathering additional feedback prior to the submission of planning applications; and
- **July 16, 2026** – Public Information Centre displaying the refined site plan and project renderings and gathering additional feedback prior to the submission of planning applications.

Feedback received throughout the engagement process informed the evolution of the proposal and helped refine the housing program, Community Hub, open space network, pedestrian connections, and relationship of the development to the surrounding neighbourhood.

### KEY OUTCOMES OF ENGAGEMENT

The following presents a thematic summary of feedback received during the engagement activities completed to date:

- Support for affordable rental housing and seniors housing within Picton;
- Recognition of the importance of delivering a flexible Community Hub capable of adapting to evolving community needs;
- Desire to maximize publicly accessible open spaces, including the parkette, community garden, and landscaped areas throughout the site;
- Support for enhanced pedestrian connectivity within the site and to surrounding neighbourhoods, parks, and community destinations;
- Importance of achieving an appropriate transition and compatibility with adjacent residential neighbourhoods through building placement, landscaping, and site design; and
- Continued coordination with the Barker Street Reconstruction project to support safe access, streetscape improvements, and active transportation connections.

These engagement outcomes have directly informed the proposed development and continue to guide its refinement through the planning approvals process.





**Figure 1:** Elements of the Proposal - View Looking Southwest





# Site & Surrounding Context

# 2.0 Site & Surrounding Context

## 2.1 County Context

Prince Edward County (“the County”) is a peninsula located on the north shore of Lake Ontario with a population of approximately 25,000. Although largely rural, the County’s amenities and proximity to Toronto, Kingston, and Ottawa have established it as a popular tourist destination and retirement community in Southern Ontario. Prince Edward County became a single-tier municipality following amalgamation in 1998.

The County is connected to the mainland by several roads and bridges, including County Road 64, Loyalist Parkway, Highway 62, and County Road 49, and is accessible from Highway 401 via Belleville and Trenton (see Figure 2). The Glenora Ferry also provides year-round passenger and vehicle service between Glenora and Adolphustown.

The site is located in Picton, the commercial and administrative centre of Prince Edward County and its largest community, with a population of approximately 4,700 residents. Originally settled by Loyalists in the 1780s, Picton is known for its Loyalist heritage, historic architecture, harbour and marina, and lively main street.

Prince Edward County has a growing population of seniors, aged 65 years and older, and is also experiencing growing housing affordability challenges driven by rising home prices, limited rental supply, tourism-related demand, and continued in-migration. This has resulted in increasing the need for affordable and diverse housing options, including seniors housing.



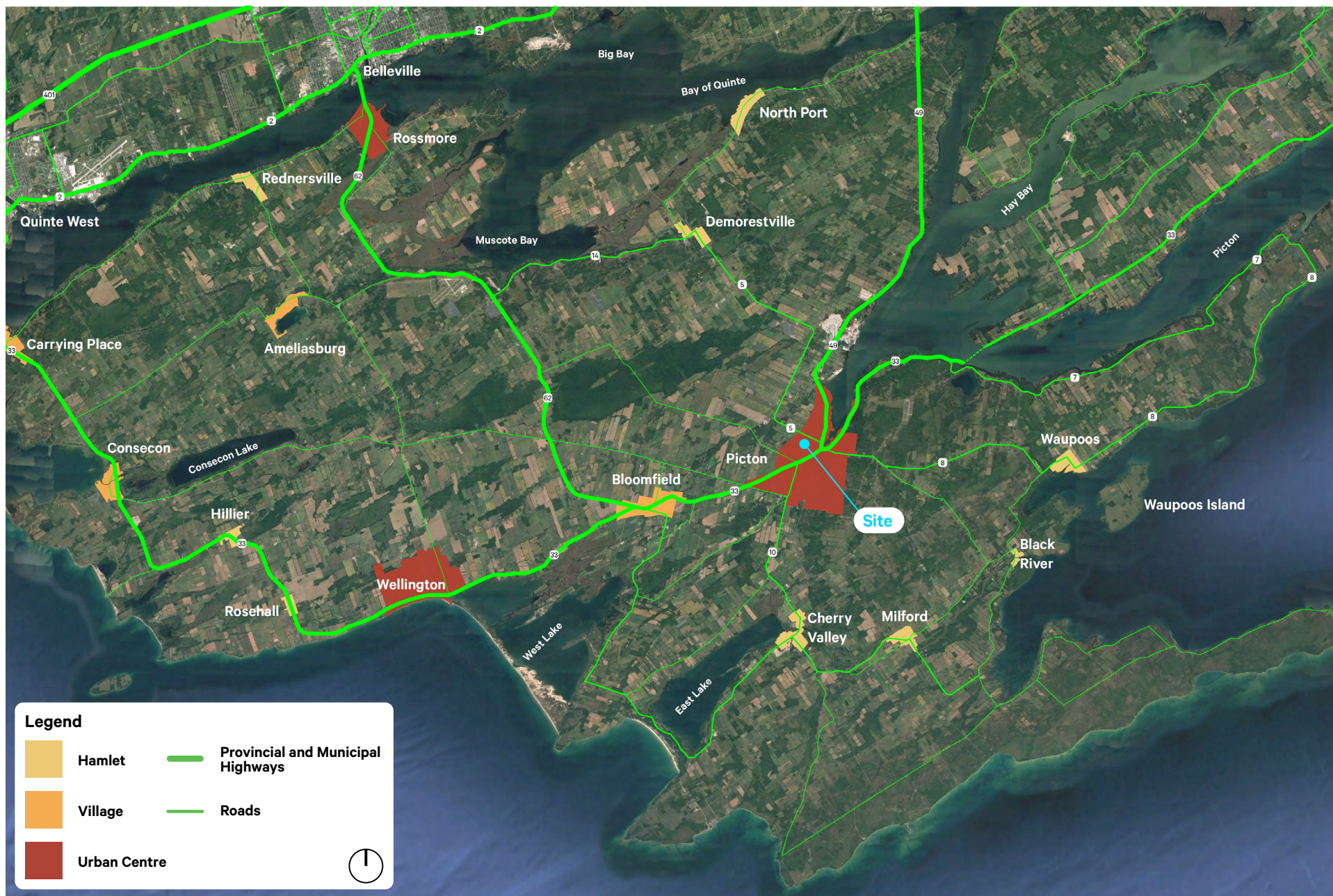


Figure 2: The Site in Picton, ON



## 2.2 Demographics

The following demographic summary draws upon the 2021 Census Profile for Prince Edward County Census subdivision.

### 2.2.1 POPULATION AND AGE

The total population of Prince Edward County in 2021 was 25,704 people, representing a 3.9% increase since 2016. This rate of population growth is lower than the Ontario-wide growth rate of 5.8%. The County has a gross population density of 24.4 people per square kilometre.

A greater proportion of the County's population is comprised of seniors aged 65 years and older (33.4%) compared to youth aged 0–14 years (11.5%), while individuals of working age (15–64 years) account for 54.9% of the population. The average age in the County is 50.7 years, which is significantly higher than the provincial average of 41.8 years.

Vital Signs data indicates that Prince Edward County is home to one of the oldest populations in Ontario and continues to experience an aging demographic trend. In 2023, the median age in the County was 56.5 years, approximately 16.5 years higher than the provincial median age, with older adults representing the fastest-growing age cohort in the County. Seniors aged 65 and older now comprise more than one-third of the County's population, significantly exceeding the provincial average.

As the population continues to age, demand is expected to increase for housing forms and support services that enable older adults to remain within the community while

maintaining access to care, social supports, and age-friendly living environments.

Community wellbeing data, also part of the County's Vital Signs data, indicates that seniors in the Hastings Prince Edward region report a strong sense of belonging and community connection, exceeding the provincial average. At the same time, increasing awareness of loneliness and social isolation among older adults reinforces the importance of providing opportunities for social interaction, recreation, support services, and aging-in-place within accessible community-oriented environments

### 2.2.2 LANGUAGE AND IMMIGRATION

In 2021, 26.3% of census respondents in the County identify as either first or second-generation Canadian, with 10% of the population being immigrants. The top places of birth for recent immigrants are the United Kingdom, Germany, and the United States. Approximately 3% of the population identifies as a visible minority compared to 29.3% across the Province. In 2021, English was the predominant first language, spoken by 92.4% of the County population.

### 2.2.3 HOUSEHOLDS AND HOUSING

The vast majority of the housing stock in the County is single-detached homes (86.0%), and most homes have 3 or more bedrooms (68%). There are relatively few homes of other types, including apartment buildings that are fewer than five storeys (6.8%), row houses (2.9%), and semi-detached houses (2.1%). The average household size is 2.2 people per household, which is lower than

the Ontario-wide average of 2.6 people per household. Approximately 81.6% of households own their homes. Most of the housing stock in the County is older, with approximately 79% of housing being constructed prior to 2000.

Housing affordability pressures are particularly evident among renters in Prince Edward County. In 2021, 16.7% of households spent 30% or more of their income on shelter costs, including 37.8% of renter households compared to 11.9% of owner households.

As interest in the County as a place to live, work, and play continues to grow, an increase in the number of permanent and seasonal residents is expected. According to the 2021 Official Plan, the County projects an 8.6% growth in the permanent population from 2011 to 2038, bringing the number of residents from 24,605 to 26,709. In 2011, there were 5,966 seasonal residents, and the County projects this will grow to 12,125 by 2038, representing a 103.2% increase. At the same time, Employment (jobs) is also expected to grow 35.1% by 2038, compared to 2011.

Rising housing costs, limited rental supply, and changing demographic trends point to a need for a wider range of housing options in Prince Edward County. An aging population will increase demand for housing that supports aging in place, while the prevalence of smaller households underscores the need for a greater mix of housing forms and unit sizes. Continued affordability pressures and efforts to attract and retain working-age residents highlight the importance of expanding the supply of attainable ownership and rental housing.

## 2.3 Affordable Housing Context

The availability and affordability of housing is a growing concern in Prince Edward County. In recent years, this issue has been characterized as a “crisis” due to its impacts on the local economy, long-term livability, and the County’s social infrastructure capacity.

Based on 2021 census data, nearly one in five County residents spend 30% or more of their income on housing, which is generally considered the threshold for unaffordable housing.

A combination of limited housing supply and increasing demand has contributed to these pressures. Demand has been driven by the County’s appeal as a tourism and retirement destination, the conversion of housing units to short-term accommodations, and continued in-migration from elsewhere in Ontario, including individuals able to work remotely. Together, these factors have contributed to substantial increases in housing prices, particularly following the COVID-19 pandemic, reducing housing attainability for many residents and increasing pressure on the housing market.

Since mid-2023, housing prices in Prince Edward County have moderated following the rapid escalation experienced during and immediately after the COVID-19 pandemic. While this trend suggests some market correction, it remains unclear whether it reflects a longer-term adjustment or short-term fluctuations.

In the first quarter of 2026, the average purchase price of a two-bedroom home was \$592,466, a decrease of approximately 8% from the 2025 average of \$644,444.

Rental housing costs have continued to rise, particularly for larger units. As shown in Table 1, two- and three-bedroom average monthly rents have increased from 2024 to Q1 2026, whereas average rents for one-bedroom units have declined. Rental market pressures are further intensified by seasonal workers supporting the County’s tourism economy and a limited supply of purpose-built rental housing.

Over the past 25 years, only 7% of new housing constructed in rural municipalities has been intended for rental tenure, contributing to constrained availability and upward pressure on rents.

Development activity has also slowed. In May 2024, there were 156 active development applications in the County. By May 2026, that number had declined to 116, including 33 in Picton, according to the Prince Edward County Development Services Applications Dashboard. The market has not delivered the diversity of housing needed to meet local needs. In particular, gaps remain in the supply of smaller units, rental housing, and affordable housing.

| TABLE 1. AVERAGE MARKET RENT |         |         |         |         |         |
|------------------------------|---------|---------|---------|---------|---------|
|                              | 2022    | 2023    | 2024    | 2025    | Q1 2026 |
| Studio                       | \$1,112 | \$1,229 | \$1,135 | \$1,706 | \$1,625 |
| 1-Bedroom                    | \$1,537 | \$1,764 | \$1,808 | \$1,759 | \$1,621 |
| 2-Bedroom                    | \$1,958 | \$2,250 | \$2,059 | \$1,998 | \$2,087 |
| 3-Bedroom                    | \$2,566 | \$2,675 | \$2,565 | \$2,562 | \$2,647 |

Source: Housing Market data (2020-2026) - Prince Edward County



### 2.3.1 COUNTY INITIATIVES

In response to growing housing affordability and supply challenges, Prince Edward County has implemented several initiatives to support housing delivery. In 2022, Council adopted the County Housing Plan (2023–2028), establishing a target of 1,185 new housing units by 2028 and identifying actions to address housing needs across the continuum, including affordable, supportive, and emergency housing.

The County has also introduced policy and financial incentives to encourage development, including zoning amendments to support affordable and attainable housing, permissions for employee housing in Tourist Commercial areas, and the adoption of Comprehensive Zoning By-law 140-2025, which modernizes the zoning framework and implements the housing and growth objectives of the 2021 Official Plan.

The County has also pursued partnership-based approaches, including Municipal Capital Facilities Agreements, to support affordable housing development. These agreements enable partnerships with non-profit and private-sector organizations through exemptions from certain municipal fees, charges, and taxes.

In 2023, Council endorsed the Eastern Ontario Wardens' Caucus 7-in-7 Regional Housing Plan, which aims to deliver 7,000 new community rental housing units and incentivize an additional 21,000 attainable market-rate units across Eastern Ontario. The Prince Edward County Affordable Housing Corporation is also advancing affordable housing projects through public-private partnerships and other initiatives.

## 2.4 Site and Surrounding Context

### 2.4.1 THE SITE

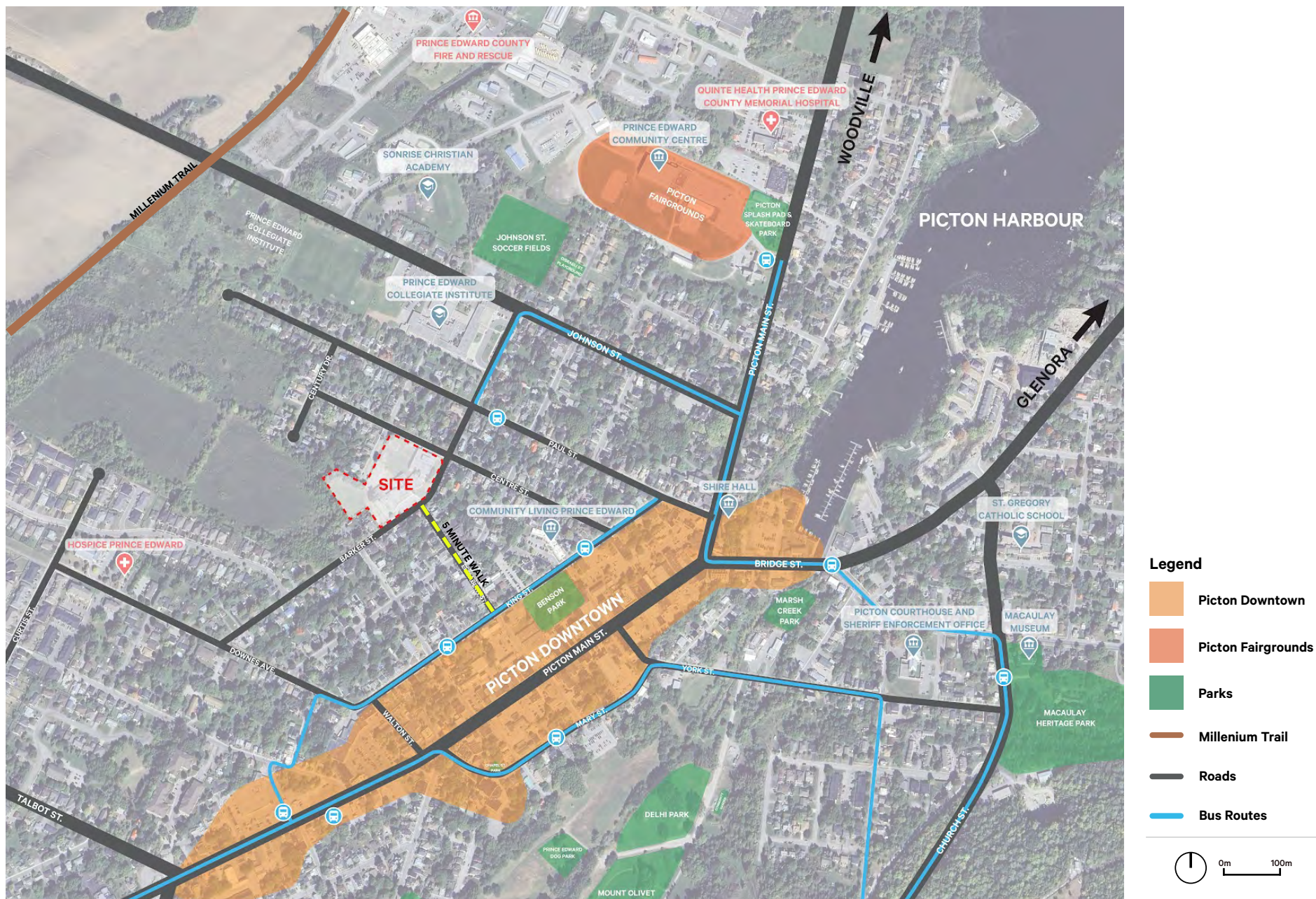
The subject site has a total area of 17,919 square metres (1.79 hectares) and currently contains the former Queen Elizabeth School, a two-storey brick structure situated on an expansive open lawn with an associated surface parking area. The site is bounded by Centre Street to the north, Barker Street to the east and south, and Elm Street to the west.

The proposal includes a total Gross Floor Area (GFA) of 15,678 square metres and a lot coverage of 28.8%. The proposal also includes a total of 187 on-site parking spaces and significant on-site green space totaling 1,899 square metres. This green space includes a community garden (474 square metres) and a public parkette (1,211 square metres), supporting both residents and the broader community.

The site is designated Town Residential Area in the Picton Urban Centre Secondary Plan and Urban Centre in the Prince Edward County Official Plan. The property is zoned Institutional (I) under Zoning By-law 140-2025. To facilitate the proposed development, a Zoning By-law Amendment will be required to permit establish appropriate built form standards. A Site Plan Control application will also be submitted in the future to address detailed site and building design matters.

This project represents an important opportunity to deliver much-needed affordable housing and community service space within Picton. Community trends in Prince Edward County indicate growing demand for accessible gathering spaces and services that support social connection, wellness, recreation, and inclusivity, particularly in response to the County's aging population and changing demographics.

Prince Edward County will be the head tenant, who will then sublease spaces to assorted community partners. Potential uses within the proposed community hub may include seniors programming, recreation and cultural activities, flexible meeting space, community kitchens, educational uses, co-working space, and offices for non-profit or community support organizations. These uses would help support an age-friendly and connected community within the Picton Urban Centre.



**Figure 3: Site and Surrounding Context**



## 2.4.2 SURROUNDING CONTEXT

The site is situated within a predominantly residential neighbourhood and is characterized by low-rise residential development directly to the north, east, and south (Figure 4).

The site benefits from its proximity to Picton's downtown core, located approximately a five-minute walk to the south east, as illustrated in Figure 3. Picton Main Street serves as the County's primary commercial and cultural hub, offering a broad range of retail, service, dining, and community amenities within a walkable, historic main street environment. This proximity provides residents with convenient access to daily needs, employment opportunities, and cultural attractions, supporting a complete and connected community. Beyond Picton Main Street is Delhi Park, located roughly 600 metres from the site. Delhi Park is Picton's largest recreational green space. The park contains a variety of amenities, including a ball diamond, playground, tobogganing hill, off-leash dog park, and public washrooms. The County is currently undertaking a design process for formalized paved pathways within Delhi Park to improve pedestrian and cyclist safety and connectivity.

Further north of the site is the Prince Edward Collegiate Institute, followed by the Johnson Street Soccer Fields and the Prince Edward County Community Centre and Picton Fairgrounds. This area also contains a large

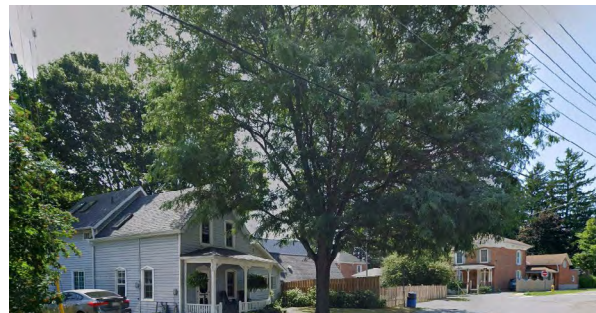
commercial district with hospitals and medical facilities, as well as industrial uses. Picton Harbour is located approximately 700 metres northeast of the site, or roughly a 7-minute walk.

Directly west of the site is a large natural area, approximately 200,000 square metres in size, a portion of which, at 21 Barker Street, is planned for a future mixed-use community including medium-density residential uses, seniors housing, and connections to the Millennium Trail.

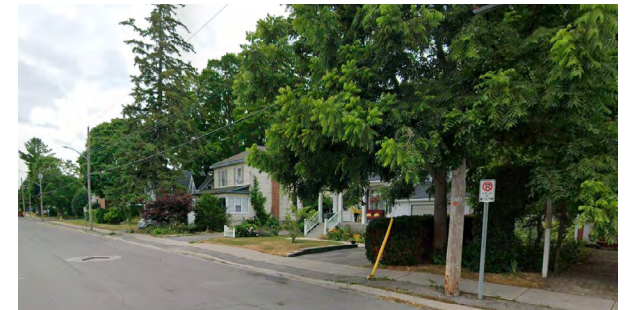
The Millennium Trail is a County-wide recreational corridor extending approximately 46 kilometres from Carrying Place to Picton through a variety of natural landscapes and scenic vistas. Developed along a former Canadian National Railway corridor acquired by the County in 1997, the trail serves as an important off-road connection linking communities and residents across Prince Edward County.



North



South



East



West

Figure 4: The Site's Immediate Surroundings



## 2.5 Recent and Nearby Development

### 2.5.1 DEVELOPMENT

Within an approximately 1.5 kilometer radius of the subject site, there are several active development applications that reflect ongoing growth and investment in the area, as seen in Table 2, and corresponding Figure 5. There are proposed residential, commercial, institutional, tourism, and employment-related developments. Applications include affordable and market-rate housing, a new hospital facility, hotel accommodations, industrial park expansion, and zoning changes to support evolving land uses along Picton Main Street.

Notably, the subject site abuts the approved subdivision at 21 Barker Street (Table 2, Item 1), which received approval from the Local Planning Appeal Tribunal (LPAT), now the Ontario Land Tribunal (OLT). Within the planned subdivision, adjacent to the site are a stormwater management (SWM) pond block and a multiple-family residential block, both of which have been considered in the design of the proposed development.

A community garden is proposed adjacent to the SWM pond to promote connectivity and integration between the developments. The proposed 5-storey seniors apartment building is located adjacent to lands that permit multiple-family residential development with building heights of up to 15 metres under Comprehensive Zoning By-law No. 1816-2006, providing an appropriate transition and compatible built form.

### 2.5.2 BARKER STREET RECONSTRUCTION

The reconstruction of Barker Street was approved through the County's 2026 Capital Budget. County staff are advancing detailed design work and coordinating with the proposed redevelopment of the subject site to ensure servicing and site plan considerations are incorporated into the street design.

Based on the latest design update presented at the June 2, 2026 Public Information Centre, Barker Street will function as a two-way roadway along its full-length following reconstruction. During construction, the existing one-way operation between Bowery Street and Paul Street will be maintained.

The Applicant has engaged with the Barker Street Reconstruction project team throughout the design process to ensure the proposed development is coordinated with and supports the planned County-led improvements along Barker Street. Coordination will continue throughout the detailed design process to address ongoing design considerations and ensure alignment between the two projects.

| No. | Address                                     | Application Type | Status                                | Description                                                                                                                                                                                                                                               |
|-----|---------------------------------------------|------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 21 Barker Street                            | ZBA DPS          | Approved (LPAT)                       | Rezoning the property to FD, OS, R1, and R3 zones to develop the property into:<br><br>65 single detached dwellings;<br>38 townhouse units;<br>16 link units,<br>189 apartment units; and<br>A park, open space, and two stormwater management facilities |
| 2   | 30-32 Elizabeth Street                      | ZBA              | Denied                                | Rezoning the property from the current General Industrial (MG) Zone to permit residential uses                                                                                                                                                            |
| 3   | 5-31 Nicholas Street                        | OPA, ZBA, SPA    | OPA, ZBA Approved<br>SPA Under Review | Re-designate and rezone a vacant property to facilitate the development of a proposed rental community consisting of market-rate and affordable units.                                                                                                    |
| 4   | 347 Picton Main Street                      | SPA              | Under Review                          | Site Plan Control for the construction of a 3 storey building with 20 hotel accommodation units.                                                                                                                                                          |
| 5   | 403 Picton Main Street                      | SPA              | Under Review                          | Site Plan Control application to develop a new hospital facility.                                                                                                                                                                                         |
| 6   | Lots 34 and 38, McDonald Drive              | SPA              | Received                              | Site Plan Control Agreement for a new office and warehousing facility within Picton Industrial Park.                                                                                                                                                      |
| 7   | 81-91 Picton Main Street/15 Washburn Street | ZBA              | Under Review                          | Application to remove the site specific Urban Commercial Exception 30 (UC-30) Zone and rezone the property to the standard Urban Commercial (UC) Zone.                                                                                                    |



**Figure 5: Nearby Development Activity**



## 2.6 Engagement Themes

This section provides a summary of the key engagement themes that emerged from the following engagement activities and have informed the proposal:

- **August 25, 2025:** Stakeholder Design Charrette
- **November 6, 2025:** Public Information Centre
- **July 16, 2026:** Public Information Centre

Throughout the engagement activities, the following topics emerged as key themes in community and stakeholder feedback and discussions:

### KEY OUTCOMES OF ENGAGEMENT

1. Balancing Density, Height, and Affordability
2. Walkability, Cycling, and Connectivity
3. Greenspace and Tree Canopy as Priorities
4. Community Hub as a Cornerstone
5. Traffic and Parking Management

Photos of engagement materials and community feedback are shown in Figures 6 and 7. Engagement summary reports are provided in Appendix A of this report for reference, with additional details regarding each engagement theme summarized in this section.

### 1. Balancing Density, Height, and Affordability

Participants emphasized the importance of maximizing affordable and family-friendly housing while ensuring that new development remains compatible with the scale and character of the surrounding neighbourhood. Participants also expressed support for a seniors-focused rental building but emphasized that any changes to the housing program should not reduce the overall supply of affordable housing.

Feedback focused primarily on building height and massing, particularly the proposed four-storey Building A, and whether it would be compatible with adjacent residential uses. Community members requested an increase in the distance between the proposal and surrounding homes.

### 2. Walkability, Cycling, and Connectivity

Participants emphasized the importance of creating a highly walkable and connected community with strong active transportation links, including providing safe and accessible pedestrian connections for seniors to the parkette. Feedback highlighted the need for bicycle and scooter parking, enhanced pedestrian facilities, and improved connections within the site and to surrounding neighbourhoods. Residents supported public realm improvements along Barker Street, including a boulevard between the sidewalk and parking areas, future two-way traffic operations, and sidewalks on both sides of the street. Attendees also expressed a strong desire for a pedestrian and cycling connection to the Millennium

Trail through the adjacent subdivision or a future Bowery Street extension. In addition, residents emphasized the

### 3. Greenspace and Tree Canopy as Priorities

Participants identified greenspace and tree canopy preservation as key priorities to balance the proposed built form and parking areas. Feedback focused on protecting existing trees, planting additional shade trees and native species, and creating functional open spaces for residents. The relocation of the community garden adjacent to Building D and the reconfiguration of greenspaces were viewed positively. Questions were also raised regarding the culvert crossing the proposed community garden and its potential implications for drainage and flooding. Participants encouraged the use of naturalized landscaping, permeable surfaces, and bioswales to support stormwater management and environmental sustainability.

### 4. Community Hub as a Cornerstone

The proposed Community Hub was widely recognized as a key component of the development. Participants requested additional information regarding its size, layout, accessibility, and programming opportunities, including how spaces would accommodate different user groups. Feedback also included requests for clearly identified entrances, clarification regarding the adjacent outdoor space, and opportunities to incorporate public art into the Hub's design, potentially in partnership with County arts initiatives.

## 5. Traffic and Parking Management

Traffic, parking, and infrastructure planning were recurring topics throughout the engagement process. Participants expressed concerns that the proposed amount of surface parking was greater than desired and could negatively affect the site's character, while also noting existing traffic congestion associated with nearby schools. Feedback emphasized the importance of balancing parking needs with greenspace objectives and ensuring the development is coordinated with the County-led Barker Street Reconstruction project. Participants also highlighted the need to coordinate construction activities with local school bus routes, transit services, and other infrastructure projects to minimize disruption to the surrounding community.



Figure 6: PIC #1 Engagement Feedback



Figure 7: Charrette, Built Form Table Discussion





3

The Proposal

# 3.0 The Proposal

## 3.1 Site Plan

The proposed site plan and site statistics, illustrated in Figure 8, has been refined through ongoing consultation with County staff, stakeholders, and members of the community. Specifically, the proposal has been informed by the Stakeholder Design Charrette held on August 25, 2025, and the subsequent Public Information Centre (PIC) held on November 6, 2025, and July 16, 2026, as described in Section 2.6. The refined proposal responds to feedback received through these engagement events, as well as ongoing coordination with the Barker Street Reconstruction project team.

The following sections describe the key elements of the proposed development, including built form, housing, access and circulation, open space, and community amenities, and evaluate how the proposal responds to surrounding context, community feedback, and applicable planning considerations.

### 3.1.1 BUILT FORM, UNIT MIX & AFFORDABILITY

The proposal consists of four purpose-built rental apartment buildings (Buildings A, B, C, and D), providing a total of 209 dwelling units, including 75 seniors-oriented housing units. The proposed unit mix includes studio, one, two, and three-bedroom units, supporting a range of household sizes and needs. The proposal provides 30% of the dwelling units as affordable rental housing, based on the County's quarterly Housing Market Data, representing a significant contribution toward addressing local housing affordability needs within Prince Edward County. Opportunities to collaborate with local housing providers, including the Prince Edward County Affordable Housing Corporation, Community Living Prince Edward, and other community organizations, may be explored to support the delivery and long-term operation of affordable housing within the development.

Together, these components will provide opportunities for community programming, local services, social interaction, and aging in place, contributing to a more complete and inclusive neighbourhood.

The proposal includes overall density of 116 units per hectare and a floor space index (FSI) of 0.87. The proposed built form has been designed to respond to the surrounding neighbourhood context through increased setbacks, step-backs, and articulated building façades that provide appropriate transitions to adjacent residential areas. A rendered site plan of the proposal is shown in Figure 8.



## SITE PLAN AND KEY STATISTICS

**Table 3. Key Statistics**

|                                  |                                                                                    |
|----------------------------------|------------------------------------------------------------------------------------|
| <b>Final Site Area</b>           | 17,919.4 m <sup>2</sup>                                                            |
| <b>Total GFA</b>                 | 15,678.3 m <sup>2</sup>                                                            |
| <b>Residential GFA</b>           | 13,861.7 m <sup>2</sup>                                                            |
| <b>Community Hub GFA</b>         | 1,816.3 m <sup>2</sup>                                                             |
| <b>Lot Coverage</b>              | 5,144.5 m <sup>2</sup> (28.71%)                                                    |
| <b>Landscaped Open Space</b>     | 3,283.4 m <sup>2</sup> (18.32%)                                                    |
| <b>Maximum Building Height</b>   | 5-storeys                                                                          |
| <b>Unit Count</b>                | Building A: 42<br>Building B: 46<br>Building C: 46<br>Building D: 75<br>Total: 209 |
| <b>Indoor Amenity</b>            | Building A, B, C:<br>315.7 m <sup>2</sup><br>Building D: 310.9 m <sup>2</sup>      |
| <b>Shared Outdoor Amenity</b>    | Building A, B, C:<br>621.3 m <sup>2</sup><br>Building D: 902.4 m <sup>2</sup>      |
| <b>Vehicle Parking</b>           |                                                                                    |
| Resident                         | 155 spaces                                                                         |
| Visitor                          | 21 spaces                                                                          |
| Community Hub                    | 11 spaces                                                                          |
| Off-Site Elm St                  | 22 spaces                                                                          |
| Off-Site Barker St & Centre St   | 25 spaces                                                                          |
| <b>Total On-Site</b>             | 187 spaces                                                                         |
| <b>Total Off-Site</b>            | 47 spaces                                                                          |
| <b>Long-Term Bicycle Parking</b> | 116 spaces                                                                         |



**Figure 8:** Rendered Site Plan, prepared by HSPM Holdings Inc.



## BUILDING A

Building A is a 4-storey mixed-use building comprising a 1-storey Community Hub (the “Hub”) at grade with a 3-storey residential apartment building above, as seen in Figure 9. The Hub has been shaped through ongoing discussions with municipal staff and relevant community stakeholders, and will continue to evolve as the proposal advances through more community engagement. The Hub provides approximately 1,816 square metres of leasable GFA and will be leased by Prince Edward County to support community-serving uses. While the Hub is currently envisioned to accommodate up to six tenants, the ultimate number of tenants, and specific users, will be determined by the County.

The one storey Hub has been designed with a pedestrian-scaled frontage along Barker Street, creating an active streetscape and an appropriate transition to the existing neighbourhood.

The 3-storey residential component of Building A, located above the one-storey Community Hub, is set back approximately 20 metres from Barker Street (18 metres behind the Hub frontage) and 23 metres from Centre Street. These setbacks reduce its visual presence along Barker Street, provide separation from adjacent residential uses, create opportunities for enhanced landscaping, and improve pedestrian circulation, contributing to a gradual transition between the proposed development and the surrounding neighbourhood.



**Figure 9:** Building A and the Hub, view looking Southwest, prepared by HSPM Holdings Inc.



## BUILDING B & C

Building B, located along Elm Street, and Building C (Figure 10), located along Barker Street, are each 3-storey residential buildings containing 46 units. The building footprints allow for enhanced landscaped open space and pedestrian circulation, creating a balanced relationship between built form and open space. Architectural features such as ground-oriented walk-up units, front porches, and balconies contribute to a welcoming pedestrian-scale streetscape that complements the character of the surrounding neighbourhood.

## BUILDING D

Building D is a 5-storey seniors-focused residential building containing 75 units for individuals aged 65 and older, as seen in Figure 11. The proposed unit mix, including studio, one-bedroom, and two-bedroom units, provides a range of housing options to accommodate different household sizes and needs. This approach recognizes that many seniors, including those with fixed or limited incomes, require access to diverse and attainable housing options that allow them to remain within their communities and age in place.

The building massing is concentrated toward the rear of the site, adjacent to the planned multiple family block within the future subdivision (21 Barker Street). The building also maintains a setback of approximately 27 metres from existing residential uses along Barker Street. This orientation reduces potential impacts on existing neighbours and supports an appropriate transition in built form.



**Figure 10:** Building C, looking Southwest on Barker Street, prepared by HSPM Holdings Inc.



**Figure 11:** Building D and Community Garden, view looking South, prepared by HSPM Holdings Inc..

### 3.1.2 PARKING & ACCESS

Access to the site is provided via two full-movement driveways on Elm Street and Barker Street, with internal vehicular circulation organized around a central east-west road connection between Elizabeth Street and Elm Street. A cul-de-sac at the terminus of Elm Street accommodates turning movements for snow removal and waste collection vehicles, with the turnaround area also serving as access to the surface parking lot as required.

Four loading spaces are proposed on the site, with one loading space provided for each building to support building operations. Waste collection areas are integrated into the site design to accommodate servicing needs while maintaining safe and efficient site circulation.

The proposal provides a total of 187 on-site parking spaces, comprising 155 resident spaces, 21 visitor spaces, and 11 spaces dedicated to the Hub. Of these, 20 are accessible, distributed across the site to serve all four buildings and the Hub. An additional 22 on-street parking spaces along Elm Street, historically used by teachers associated with the former school and supported by County Council for retention, further support the Hub during operating hours. Additionally, 25 on-street spaces are available along Centre Street and Barker Street.

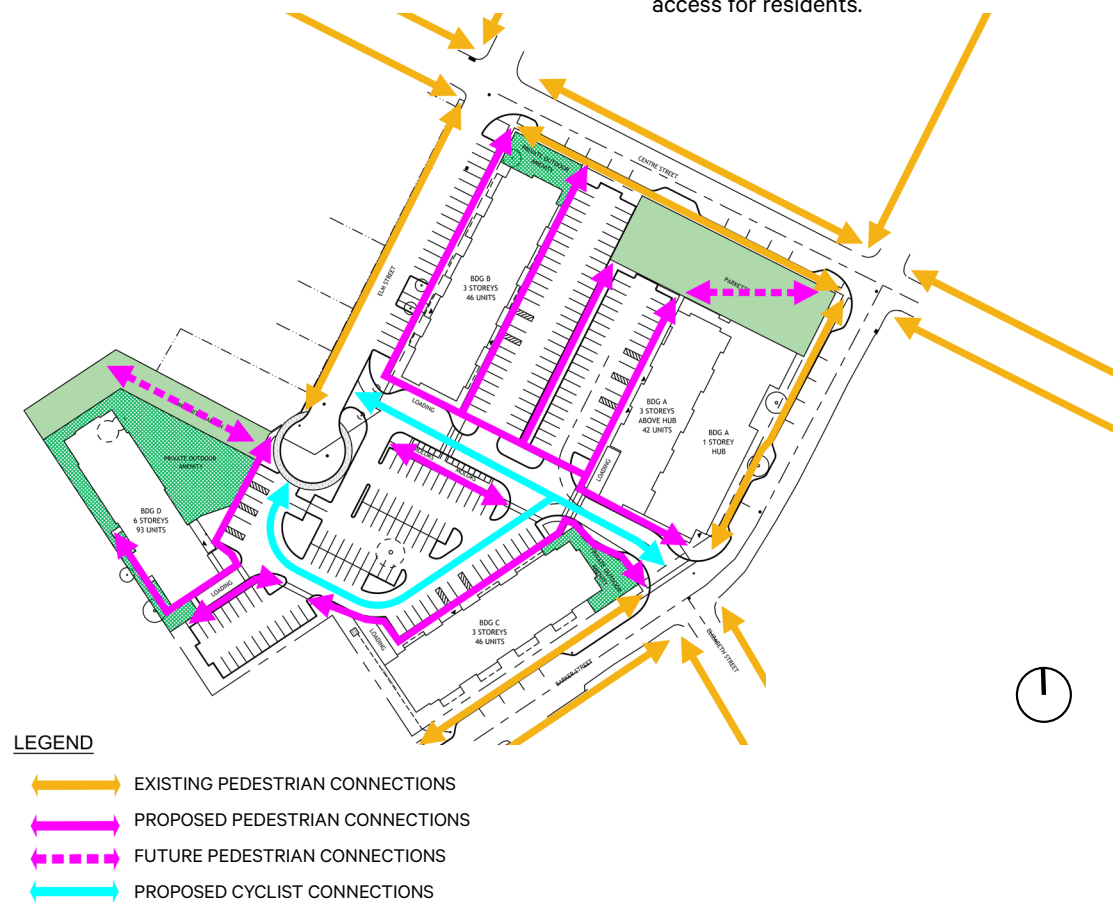
Along Barker Street, landscaped curb bump-outs and lay-by parking are proposed to improve pedestrian safety, support on-street parking needs, and contribute to an enhanced streetscape.

These improvements will be coordinated with the County's Barker Street reconstruction project through the detailed design process.

Active transportation is prioritized throughout the site via tree-lined sidewalks, 116 long-term bicycle parking spaces distributed across all four buildings, and 12 short-term spaces adjacent to the Hub and Community Garden.

The internal sidewalk network, illustrated in purple in Figure 12, provides residents with safe, direct, and accessible pedestrian connections between the buildings, the Community Hub, and shared outdoor amenities, supporting an age-friendly site design.

Safety measures have also been considered for the storage of lithium batteries for e-bikes. Batteries will be securely stored in an outdoor locker with chargers and fob access for residents.



**Figure 12:** Planned Pedestrian and Cyclist Network, prepared by R.J. Burnside & Associates



### 3.1.3 OPEN SPACE & PRIVATE AMENITY

The proposal incorporates a connected network of open spaces, landscaping, pedestrian routes, and amenity areas throughout the site. Sidewalks, internal connections, and bicycle parking facilities support active transportation and accessibility, while landscaped areas and tree planting contribute to the site's character and enhance the pedestrian environment. Together, the proposed parkette, community garden, private amenity areas, and pedestrian connections create an integrated open space system that serves residents, supports community interaction, and contributes positively to the surrounding neighbourhood.

#### PUBLIC PARKETTE

The proposed parkette establishes a landscaped entry feature at the Centre Street and Barker Street intersection, creating an enhanced arrival point and strengthening the connection between the proposed development and the surrounding neighbourhood. Located along the Centre Street frontage adjacent to Building A and the Community Hub, the 1,211-square metre public parkette will be conveyed to the municipality as part of the parkland dedication. The space will provide an accessible, landscaped public open space for residents and the broader community, supporting a range of users and ages through features such as a fenced play area, opportunities for passive recreation, social interaction, and community gathering.

Landscaping and tree planting within the parkette will help soften views of the proposed buildings, enhance the public realm, and contribute to an improved streetscape

along Centre Street. Given the amount and quality of publicly accessible open space provided on-site, the applicant is seeking relief from additional parkland contribution requirements.

#### COMMUNITY GARDEN

A 474-square metre community garden is proposed adjacent to the seniors-focused Building D and the future planned subdivision's stormwater management pond. The community garden is intended to provide opportunities for outdoor recreation, community programming, and social interaction. Individual garden plots are intended to be leased to local community members to support ongoing use and programming, helping to maintain an active, accessible, and functional community amenity.

The design incorporates accessible pathways, landscaped areas, and shaded gathering spaces, including a pergola feature, to support a comfortable and inclusive outdoor environment. The community garden is proposed within an area containing an existing easement, which will be considered through the detailed design and implementation of the space.

#### PRIVATE RESIDENTIAL AMENITY

Private indoor and outdoor amenity spaces are provided throughout the development to support resident needs and encourage social interaction. Amenity areas will be shared among residents of Buildings A, B, and C, while Building D provides seniors-focused amenity spaces exclusively for its residents.

Building A provides indoor amenity space on the second floor, including a resident lounge and business centre. Building B contains a fitness facility, while Building C includes a resident lounge. Together, these buildings provide 315.65 square metres of shared indoor amenity space.

Building D, the seniors-focused residential building, provides 310.91 square metres of indoor amenity through larger communal amenity areas tailored to the needs of older adults and supports aging in place. These spaces include gathering and lounge areas, a communal dining space, a seniors-focused fitness area, and laundry facilities. While a formal meal program is not proposed, the building has been designed to accommodate future programming and services, including potential collaboration with the Hub.

Outdoor amenity spaces are distributed throughout the site, with 621.32 square metres provided for Buildings A, B and C, and a dedicated 902.36 square metres provided for Building D. These landscaped areas provide opportunities for resident gathering, recreation, outdoor dining, and barbecue use, and complement the proposed public open spaces, including the parkette and community garden.

PUBLIC PARKETTE





COMMUNITY GARDEN



## 3.2 Key Outcomes of Engagement

The proposal has been refined in response to feedback received through the public and stakeholder engagement activities outlined in Section 2 of this report. Where feasible, feedback has informed the current design and identified opportunities to address community and stakeholder considerations through the detailed design, approval, and construction phases.

### 3.2.1 BUILT FORM AND UNIT MIX

Building footprints have been refined to reduce the overall building mass and increase landscaped open space throughout the site. Increased setbacks along Barker Street and to the public parkette provide wider landscape planting strips and open spaces, and expanded private outdoor spaces for residents, creating a more attractive and pedestrian-friendly public realm.

In response to the County's evolving housing needs and the increasing proportion of older adults within the community, Building D has been redesigned as a dedicated seniors-focused residential building. While the building has increased in height to accommodate additional seniors housing units, the building footprint has been reduced to improve the site's relationship with the surrounding neighbourhood and increase landscaped open space.

The refined design provides 75 seniors-focused rental units supported by dedicated indoor and outdoor amenity spaces tailored to aging in place. These amenities include

communal gathering areas, a seniors-focused fitness area, dining and social spaces, and outdoor amenity areas designed to encourage recreation, social interaction, and community connection. The building has also been designed to accommodate future programming opportunities in coordination with the adjacent Community Hub

The affordable housing commitment has been refined from the originally proposed range of 25–50% affordable housing to a commitment that 30% of all residential units across the development will be affordable. This provides greater certainty regarding the delivery of affordable housing while supporting the County's objectives to increase the supply of purpose-built affordable rental housing.

The Community Hub has been further refined through ongoing collaboration with County staff. Comprising 1,816 square metres, the Hub is centrally located adjacent to the public parkette to support community programming and establish a strong connection between indoor and outdoor community spaces. The Hub is accessible from Barker Street and the internal site circulation network, enhancing its visibility, accessibility, and integration within the overall development.

### 3.2.2 LANDSCAPED OPEN SPACE AND AMENITY AREAS

The landscape strategy has been enhanced to provide additional landscaped open space, strengthen the public realm, and improve connectivity throughout the site. This has been achieved through refinements to the

site layout, including reduced building footprints and increased setbacks, allowing for wider landscape planting areas, expanded private outdoor amenity spaces, and enhancements to the public parkette and community garden.

The landscape design responds to the site's existing topography to maximize opportunities for outdoor programming while preserving existing mature trees and introducing 85 native Ontario trees, contributing to an expanded tree canopy and enhanced biodiversity.

The public parkette has been further refined to establish a welcoming entrance to the development from Centre Street and Barker Street. Designed as a central community gathering space, it incorporates opportunities for both passive recreation and children's play while creating an attractive focal point for residents and visitors.

The community garden has been refined to improve accessibility through enhanced barrier-free circulation. A multi-use pathway is also proposed to provide a future connection to adjacent development lands and the Millennium Trail, strengthening the site's integration with the surrounding active transportation network.

Please refer to the Landscape Drawing Set for additional details regarding the proposed landscape design, planting strategy, and site amenities.



### 3.2.3 ACCESS AND CIRCULATION

The site design has been refined to improve safety and functionality for all users. Battery storage lockers have been incorporated outside the residential buildings to support the safe storage and charging of electric bicycles. A municipal cul-de-sac has been incorporated at the terminus of Elm Street in coordination with County staff to accommodate snow plow and waste collection vehicle movements. Speed humps have been incorporated along the internal driveway connecting Elm Street and Barker Street to support traffic calming, and the proposal exceeds the minimum accessible parking requirements.

### 3.2.4 COMMUNICATION AND CONSTRUCTION

Recognizing feedback regarding communications and construction impacts, ongoing efforts will be undertaken to keep the community informed and minimize construction-related impacts before and throughout the construction period.

The construction approach has also been refined to proceed in a single phase, reducing the overall duration of construction and minimizing disruption to the surrounding community.

A comprehensive Construction Management Plan will be prepared prior to construction to address matters including construction access and staging, traffic management, dust and noise control, communication protocols, coordination with local school bus routes, the Barker Street reconstruction project, and any adjacent planned redevelopment to minimize impacts on the surrounding community.

An aerial architectural rendering of a city block. The scene features several multi-story brick buildings with flat roofs, interspersed with parking lots containing various cars. There are also green spaces with trees and a small playground area. A large, white, stylized number '4' is overlaid on the right side of the image.

4

Planning Policy



# 4.0 Planning Policy

This section provides a detailed overview of the Provincial and County planning policy framework applicable to the proposed redevelopment of the site. Within each section, the applicable policies are summarized along with a description of how the proposal responds to these policies. Collectively, the policies described in this section form the basis for evaluating the proposal.

The proposal represents an exciting opportunity to deliver much-needed affordable housing, including seniors-focused housing, in Picton, along with a new Community Hub and public parkland. By repurposing the vacant 1.79-hectare institutional property into a mixed-income residential community with 209 units and approximately 1,816 m<sup>2</sup> of Community Hub space, the development will support Prince Edward County's evolving housing needs.

## 4.1 Provincial Policy

At the top of Ontario's planning policy hierarchy, Provincial planning policy outlines the principles and procedures to manage growth and redevelopment. The Planning Act is the uppermost legislative document for planning processes and outlines matters of Provincial interest, which are expanded upon in the Provincial Planning Statement.

### 4.1.1 THE PLANNING ACT (1990, AS AMENDED)

The Planning Act provides the rules and procedures for land use planning in Ontario. All planning decisions must have regard for matters of Provincial interest, found in Section 2 of the Planning Act.

Key matters of Provincial interest relevant for this proposal include the following, without limitation:

- The orderly development of safe and healthy communities (h);
- The accessibility for persons with disabilities to all facilities, services and matters (h.1);
- The adequate provision of a full range of housing, including affordable housing (j);
- The appropriate location of growth and development (p);
- The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians (q); and

- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant (r).

The Planning Act also creates the planning tools to implement these interests of relevance to this application, which includes zoning by-laws, governed by Section 34.

Parkland dedication requirements for new developments are governed by Section 42 of the Planning Act. The standard parkland dedication rate is calculated based on 5% of the site area for residential development and 2% for commercial development (Planning Act 42.1).

According to Section 42 (1.1) for developments that contain affordable housing units, the required dedication is reduced proportionally based on the number of market units to total units. The requirement of parkland shall not exceed 5% of the land multiplied by the ratio of the number of market units to the total number of units proposed.

Section 42 also outlines the alternative rate of one hectare of land for each 600 residential units proposed, or at such lesser rate as may be specified by the by-law. Affordable residential units shall be excluded from the number of

net residential units for this alternative rate. Additionally, when using the alternative rate, municipalities cannot require more than 10% of the land (or its value) for sites 5 hectares or smaller.

Based on the standard rate calculation, for developments containing affordable housing units, the required parkland dedication for the site is capped at 634 m<sup>2</sup> (5% multiplied by the ratio of 146 market units and 209 total units).

It is our opinion that the proposal has appropriate regard for matters of Provincial interest outlined in the Planning Act. In particular, the proposal introduces 209 new residential units on a site that is municipally recognized as underutilized, within an established settlement area. It provides a mix of market rental, affordable rental, and seniors rental housing, together with a new Community Hub and publicly accessible green spaces.

The proposal includes a 1,211 m<sup>2</sup> parkland dedication, nearly double the 634 m<sup>2</sup> required under Section 42(1) of the Planning Act.

The enclosed application for this Zoning By-law Amendment meets the requirements of section 34 of the Planning Act pertaining to Zoning By-law Amendments and is submitted to fulfill the requirements for a complete application as set out in the Complete Application Requirements, issued by the County and dated October 29, 2025.

#### 4.1.2 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (PPS) is issued under section 3 of the Planning Act, and came into effect on October 20, 2024. The PPS provides policy direction on matters of Provincial interest and sets the policy foundation for regulating land use planning and development province-wide. The PPS also promotes a framework for development that helps to address the full range of housing affordability needs, and achieve the Provincial target of building at least 1.5 million homes by 2031. Several objectives, principles, and policy directions in the 2024 PPS are directly applicable to the proposal.

##### PLANNING FOR PEOPLE AND HOMES

The PPS directs planning authorities to provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents (2.1.4) and that their growth forecasts should be based on projections from the Ministry of Finance (2.1.1). Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space and other uses to meet long term needs (2.1.6a). Improving social equity and the overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups, is also identified as a key priority (2.1.6c).

The proposal is consistent with Policies 2.1.4 and 2.1.6(a) and (c) as it contributes to the development of a complete community through the provision of a diverse range of housing options, including a 75-unit seniors-focused building within Building D, community-service space that facilitates the delivery of needed services on-site and employment opportunities, publicly accessible open spaces for recreation, and active transportation connections to the planned adjacent subdivision to the Millennium Trail. These elements respond to the County's evolving housing, social, and community service needs while supporting residents of all ages, abilities, and incomes

##### HOUSING

To meet projected needs, the PPS directs planning authorities to establish and implement minimum targets for the provision of housing that is affordable to low- and moderate-income households (2.2.1a). The PPS also promotes a full range of housing options and forms of residential intensification, including the redevelopment of underutilized sites, to respond to the social, health, economic, and well-being needs of residents (2.2.1b). In addition, the PPS encourages compact development patterns that make efficient use of land, infrastructure, and public service facilities while supporting active transportation and community connectivity (2.2.1c).

The proposal is consistent with Policies 2.2.1(a), (b), and (c) by increasing the supply of affordable rental housing, facilitating residential intensification on an underutilized site, and providing housing options that address the needs of low- and moderate-income households and



seniors. Specifically, the proposal targets 30 percent of the residential units as affordable housing and includes dedicated seniors-focused housing that supports aging in place. The development provides a range of unit sizes to accommodate the needs of current and future residents while introducing a compact, higher-density built form that makes efficient use of land, infrastructure, and public service facilities.

## SETTLEMENT AREAS

Within Settlement Areas, the PPS prioritizes planning for the intensification of strategic growth areas to accommodate significant population and employment growth, as focus areas for recreational uses, to support affordable, accessible and equitable housing (2.4.1.2.a, b, d), create a range of housing in a compact built form (2.4.1.3.c), and coordinate the planning and investment in infrastructure and public service facilities (2.4.1.3.a).

The PPS directs that settlement areas shall be the focus of growth and development (2.3.1.1). Land use patterns within these areas should be based on densities and a mix of uses that efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, and support active transportation (2.3.1.2).

The proposal is consistent with Policies 2.3.1.1, 2.3.1.2, and 2.3.1.3 by directing growth to a settlement area, supporting residential intensification, and promoting an efficient and compact land use pattern.

## INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

The PPS emphasizes that public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit, and active transportation (3.1.4).

The proposal is consistent with Policy 3.1.4 by integrating residential uses with community services and open spaces in a coordinated and efficient manner. The proposal also provides the opportunity for future connections the adjacent planned subdivision, linking residents to the Millennium Trail and the broader active transportation network.

## PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE

The PPS encourages healthy, active, and inclusive communities by planning for public streets, spaces, and facilities that are safe, meet the needs of persons of all ages and abilities, and foster social interaction and community connectivity (3.9.1a). It promotes the provision of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages (3.9.1b).

The proposal is consistent with Policies 3.9.1(a) and (b) by providing publicly accessible open spaces through the introduction of a new parkette and community garden, as well as active transportation connections to adjacent neighbourhoods and the Millennium Trail network. Together, these features provide recreational opportunities, promote healthy and active lifestyles, and foster social interaction and community connectivity among residents and Community Hub users of all ages and abilities.

Overall, it is our opinion that the proposal is consistent with the PPS. The proposal redevelops an underutilized site within Picton's Urban Centre into a compact mixed-use community that provides 209 purpose-built rental units, including dedicated seniors-focused housing, with 30% percent of the units intended to be affordable.

The development also incorporates approximately 1,816 m<sup>2</sup> of community-service space, a public park, community garden, and active transportation connections to adjacent neighbourhoods and the Millennium Trail network.

Through an efficient built form achieving an FSI of 0.87, the proposal supports the PPS objectives of increasing housing supply and affordability, promoting complete communities, and optimizing the use of land, infrastructure, and public service facilities.

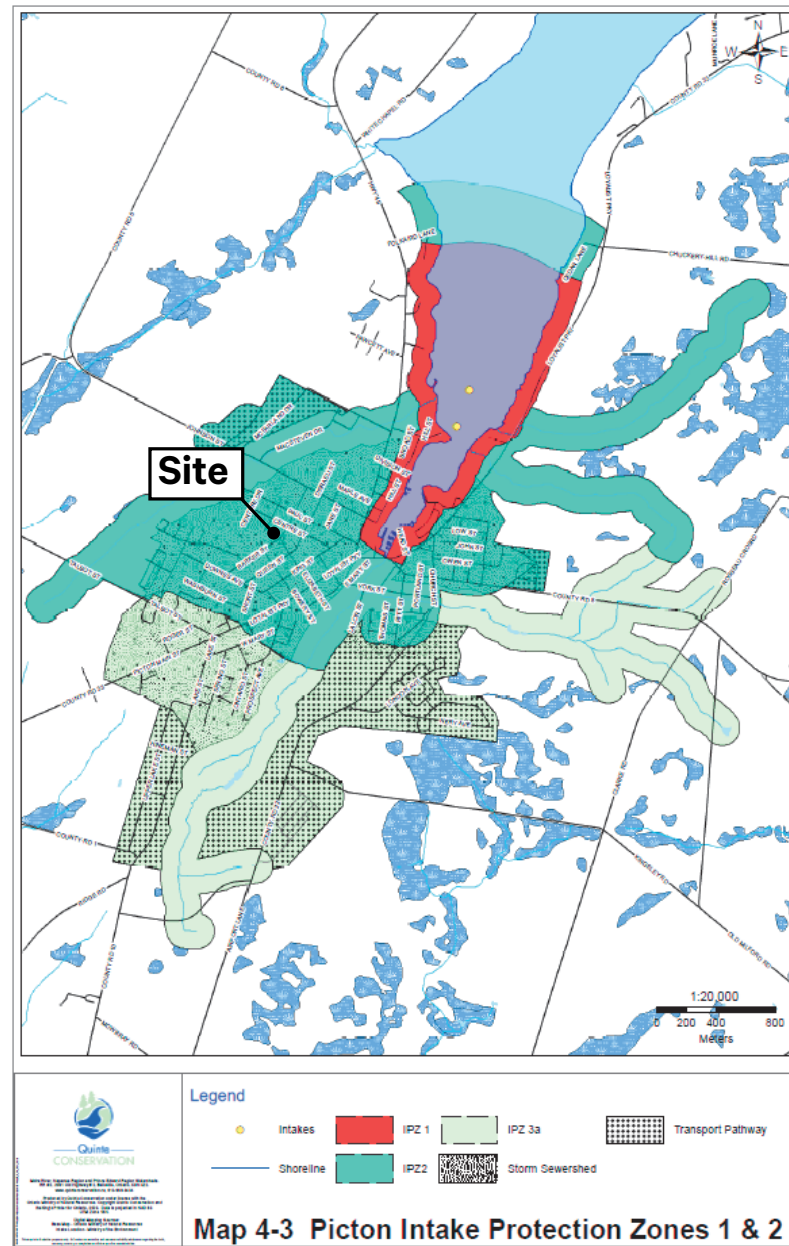
#### 4.1.3 QUINTE CONSERVATION REGULATIONS

The subject site is not located within a regulated hazard area (such as significant valleylands, steep slopes, or Provincially Significant Wetlands). However, as per the Quinte Region Source Protection Plan, the site is located within Intake Protection Zone 2 (IPZ-2). The drinking water source located in the IPZ for Picton is somewhat vulnerable to contaminants due to surface water drainage. See Figure 13.

To ensure the protection of municipal drinking water sources, the applicant has undertaken the necessary supplementary technical studies.

A Phase Two Environmental Site Assessment, prepared by Cambium Inc., confirmed that the site meets the applicable potable groundwater standards and identified no legacy subsurface contamination that could affect the municipal water supply.

The Functional Servicing and Stormwater Management Report, prepared by Siteplantech, demonstrates that stormwater will be managed through a combination of low impact development measures, including a 300 mm clear stone infiltration bed to capture the first 12.5 mm of runoff, and an oil-grit separator providing 84% total suspended solids (TSS) removal. These measures will manage post-development runoff and protect water quality in accordance with Quinte Conservation requirements.



**Figure 13:** Quinte Conservation Regulation - Map 4-3 Picton Intake Protection Zones 1 & 2



## 4.2 Municipal Policy

This section provides a detailed overview of the municipal planning policy framework applicable to the proposal, specifically the County Official Plan, the Picton Urban Centre Secondary Plan, and the Comprehensive Zoning By-law.

### 4.2.1 COUNTY OF PRINCE EDWARD OFFICIAL PLAN (2021)

The County of Prince Edward Official Plan (“the Official Plan” or “the OP”) was adopted by the Prince Edward County Council on February 24th, 2021 and came into effect on July 8th, 2021, superseding the 1993 Prince Edward County Official Plan. The Official Plan prescribes policies on land use and guides how the municipality will grow and develop over the next 25 years.

Section 2.3 of the County OP establishes a vision for Prince Edward County including a set of guiding principles, which include:

- Protecting the distinct character of Prince Edward County (2.3.1.i);
- Creating healthy, livable, resilient and where appropriate, complete communities, that provide access to community services and facilities, generate employment opportunities, provide affordable housing, recreational programs, ensure safe and accessible built environments, and provide access to local, healthy foods (2.3.1.ii);

- Revitalizing Urban Centres and Villages as complete and inclusive communities containing a diversity of housing options, commercial spaces, community services and facilities, employment and recreational opportunities, close to where people live (2.3.1.iii); and
- The County will promote climate change mitigation and improved air quality through facilitating the creation of a compact built form that minimizes energy consumption and greenhouse gas emissions, while promoting active transportation. Along with promoting high standards for green buildings (2.3.1.viii).

The relevant policies of the County OP are summarized below as they relate to the proposal

### GROWTH MANAGEMENT

Section 2.4 of the County OP outlines the approach and policies for Growth Management within the County. It anticipates both permanent and seasonal growth focused within the Urban Centres and Villages, with Picton as the “hub” of Prince Edward County (2.4.1ii). The OP states that by 2038, the County’s population is expected to reach 28,834 people and 8,750 jobs, and that Urban Centres shall be the primary focus for new growth (Policy 2.5a).

The County OP establishes guidelines for the review of new development proposals (2.5b). Applicable to the site, it requires new development to be compatible with the surrounding context and encourages orderly growth and intensification within built-up areas to allow for the efficient use of infrastructure, services, and facilities.

The proposal is situated within the Picton Urban Centre, a primary focus for new growth, and municipally recognized as a location to accommodate affordable housing units and the provision of rental space for community bases agencies (Expression of Interest, June 2024). The surrounding neighbourhood consists of a low-rise residential fabric, as such, the proposal has been designed to integrate with the surrounding community, as discussed under Town Design in section 4.2.2 of this report. The proposal represents the form and scale of intensification contemplated by the Official Plan.

### LAND USE

The subject site is designated as Urban Centre according to Schedule A-2, Land Use Designations (Figure 14), located in the Picton Urban Centre.

The intent of the Urban Centre designation is to facilitate the evolution of Picton as a healthy, vibrant, and complete community (Policy 4.1.2). The County OP states that an approved Secondary Plan is in place for the Picton Urban Centre, which provides further planning policy guidance for the area. The Secondary Plan should be read in conjunction with the County OP. The Secondary Plan is discussed in Section 4.2.2 of this report.

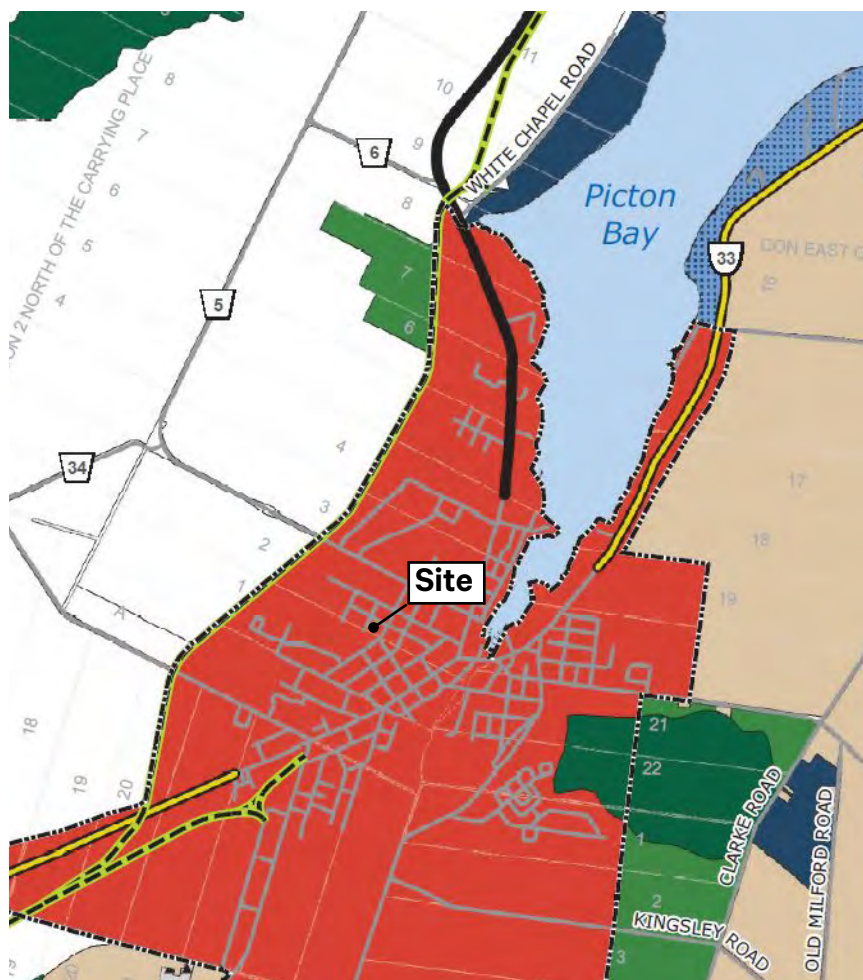


Figure 14: Official Plan Schedule A-2 – Land Use Designations

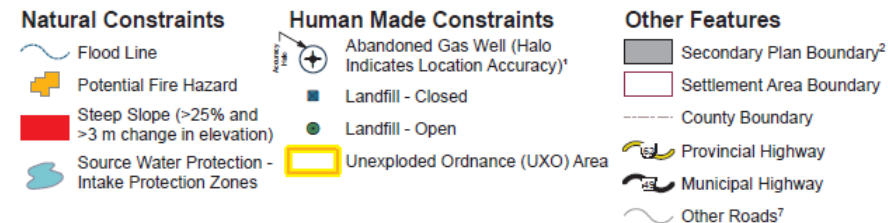
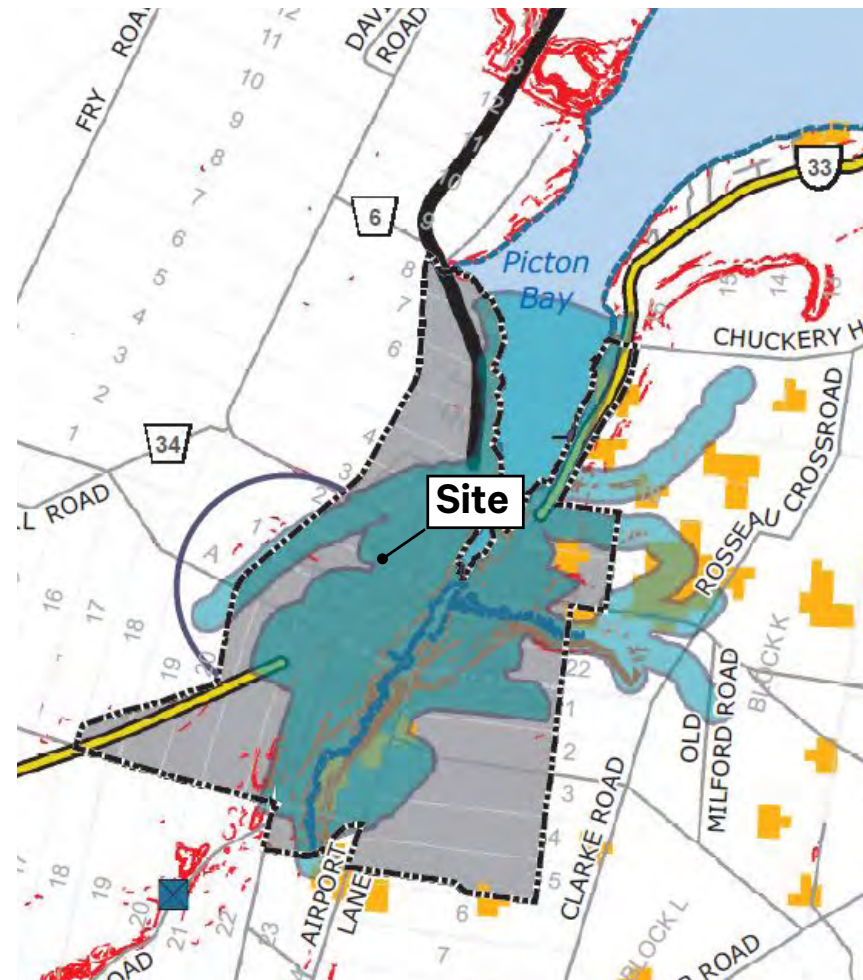


Figure 15: Official Plan Schedule C – Constraint Areas



## HOUSING

The County OP recognizes that addressing housing affordability and availability through a diverse housing supply is essential to building a healthy, sustainable community. To accommodate the evolving needs of residents, the County OP strongly encourages new development that integrates a mix of housing types, densities, and tenures, with a specific priority on delivering affordable units and accessible housing forms for seniors to age in place (3.3.1, 3.3.2, 3.3.3.1, and 3.3.3.2).

The County OP establishes a County-wide 25% affordable housing target for all new units, and 33% within applicable Secondary Plans (3.3.3.4). The County OP also sets a target of accommodating 10% of future growth through residential intensification within Settlement Areas, particularly Urban Centres (3.3.3.6). The County actively supports these objectives by incentivizing higher-density, compact built forms, adopting flexible development standards (3.3.3.15a), and reducing parking requirements for projects that provide affordable or accessible units (3.3.3.16f).

**The proposal contributes to the County's affordable housing and residential intensification targets by targeting 30% affordability across 209 units within the Picton Urban Centre. The proposal includes a mix of unit sizes and tenures, responding to the housing affordability needs of a variety of households, including families, seniors, and the local workforce.**

## NATURAL ENVIRONMENT

The County OP outlines objectives to protect the health of the County's natural heritage features. The site is located within the IPZ-2 source water protection area (Figure 15). The County OP directs the County to ensure that land use activities do not have the potential to compromise the quality of drinking water supplies within these zones (Policy 3.1.6.8).

**As detailed in the Functional Stormwater Management Report, prepared by Siteplantech, the proposal incorporates stormwater controls to ensure groundwater protection.**

## PARKS AND OPEN SPACE

The County OP highlights the need to enhance the parks and trails network to support active transportation in the area and assist in creating connections between Settlement Areas (Policy 3.1.7.6).

Policy 5.1.4.1 indicates that the County shall require parkland dedication as a condition of development, in an amount equal to:

- 2% of the gross land area for all non-residential land uses
- The greater of 5% of the gross land area or 1 hectare for each 300 dwelling units for residential uses
- For mixed-use development, the requirement shall be based on the pro-rated percentage of Gross Floor Area allocated to each individual use.

However, Policy 5.1.4.8e states that parkland dedication requirements may be reduced or waived for developments where a minimum 25% of the units are affordable.

While we acknowledge the Official Plan policy 5.1.4.1, it does not align with Section 42(1.1) of the Planning Act which governs parkland dedication across the Province. As a development containing affordable housing units, the total parkland area required is 634 m<sup>2</sup>. The proposal is providing nearly double the parkland dedication requirements, for a detailed overview see Section 4.1.1.1 of this report.

Additionally, according to Official Plan policy 5.1.4.8e the proposal is eligible for a reduction or exemption of parkland dedication requirements as it is providing 30% affordable housing (over the minimum 25% prescribed by 5.1.4.8e).

In total, the proposal provides 3,286 m<sup>2</sup> of open space, representing approximately 18% of the site area. This includes a 1,211 m<sup>2</sup> public parkette, a 474 m<sup>2</sup> community garden, and 1,598 m<sup>2</sup> of greenspace distributed throughout the site. As such, the proposal strongly supports the Official Plan's objectives to enhance parks, trails, and active transportation connections.

## BUILT FORM

Section 3.3.7 of the County OP outlines the design policies for development patterns and compatible development. The County OP recognizes the importance of development patterns and detailed design that positively contribute to the County's "quality of place" to ensure it remains an attractive place to live, work, and play for decades to come

Furthermore, development must support the creation of healthy, complete, and accessible communities.

To achieve this, the principle of compatible development is applied to ensure the sensitive integration of new development within existing built forms and landscapes. Section 3.3.7.4 identifies the following specific design considerations when evaluating a development application:

- a) Building height will generally be compatible with the prevailing building heights in proximity to the development;
- b) Building massing will be compatible with the prevailing forms of the surrounding buildings with respect to the visible volume and scale of the building from the street;
- c) The siting, scale and massing will not interfere with the provision of adequate privacy conditions for adjacent residential buildings and their outdoor amenity areas;
- d) The siting, building design and landscape design will protect and enhance cultural and natural heritage features on or adjacent to the development site; and

- e) Buildings will be oriented to the street with setbacks that are consistent with other buildings in the area.

While the proposal introduces a compact, higher-density built form, it has been carefully designed to ensure compatibility with the surrounding neighbourhood through varied building heights, reduced building footprints, landscape buffering, and thoughtful site organization. Building A has been designed as an inward-facing four-storey building that presents a one-storey Community Hub to Barker Street, with the upper-storey residential components set back from the street edge by approximately 20 to 23-metres to reduce the perceived height and massing from the public realm. Buildings B and C generally reflect the prevailing low-rise character of the surrounding neighbourhood. The five-storey seniors-focused building (Building D) is strategically located toward the rear of the site and buffered from existing homes on Elm Street by landscaped open space and a community garden.

Ground-related walk-up units, a public parkette, a community garden, and generous landscaped areas further reinforce a human-scaled streetscape and provide appropriate transitions to adjacent residential uses. By transforming an underutilized site into a vibrant mixed-use community, the proposal enhances the public realm, expands opportunities for recreation and social interaction, and contributes positively to Picton's quality of place.



## INFRASTRUCTURE

The County OP recognizes the critical role that water and sanitary services, transportation facilities, and stormwater management play in shaping future growth in the County. Acknowledging that existing services are reaching capacity and creating constraints, the Official Plan provides a framework to strategically manage growth. Specifically, the Municipality relies on by-laws, policies, and procedures to guide the allocation of uncommitted servicing capacity, which frequently includes the use of “H” (Holding) provisions and phasing in subdivision or site plan agreements (3.4.3.4).

For new growth within the Picton and Wellington Secondary Plan Areas, the Official Plan requires that municipal sewage and water services are the preferred form of servicing (3.4.3.1.1). This is further reinforced by the Picton Urban Centre Secondary Plan, which requires that all new development within the Urban Centre proceed on full municipal water and sewer services (3.2.1), with priority given to reserving servicing capacity for infilling, intensification, and redevelopment (3.2.3e).

**As detailed in the Functional Servicing and Stormwater Management Report prepared by Siteplantech, the proposed development will be fully serviced by existing municipal water and wastewater infrastructure. The report confirms that the existing municipal servicing network has sufficient capacity to accommodate the proposed development without the need for significant off-site infrastructure upgrades.**

**Accordingly, the proposal aligns with the County’s infrastructure and growth management framework by making efficient use of existing, uncommitted municipal servicing capacity.**

### 4.2.2 PICTON URBAN CENTRE SECONDARY PLAN (2015)

The Picton Urban Centre Secondary Plan (the “Secondary Plan”) directs a forward-looking community vision for Picton, providing detailed land use and design guidance. The applicable Secondary Plan policies are summarized below.

#### LAND USE

The site is designated as a Town Residential Area under the Secondary Plan, as seen in Figure 16. The Town Residential Area designation is intended to maintain established neighbourhoods while encouraging compatible infill development and intensification. The Town Residential designation supports the provision of a mix of residential unit types, affordable housing, seniors-focused housing, and neighbourhood-scale community uses (2.4.2.2, 2.4.2.4, and 2.4.2.5).

The Secondary Plan establishes a preferred target residential density of 25 units per net hectare for new neighbourhood development (2.4.2.3), while recognizing the role that higher densities can play in supporting housing diversity, affordability, community services, and the efficient use of land and infrastructure.

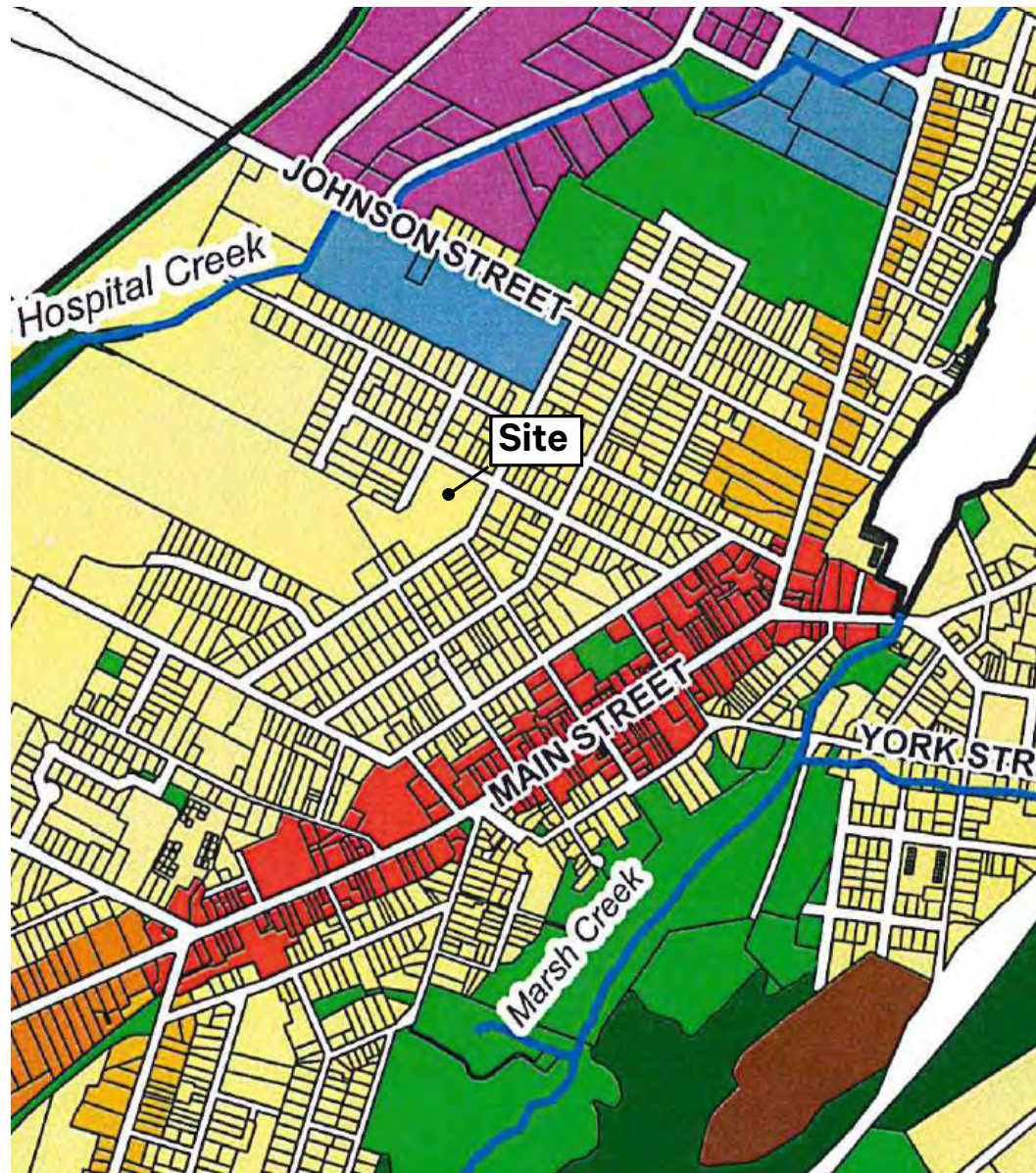
Section 2.4.3 of the Secondary Plan encourages intensification in the Town Residential Area as a means of creating complete neighbourhoods that maximize the use of existing municipal services, provide a broader mix of everyday uses in close proximity.

**The proposed land uses are permitted in the Town Residential Area. The proposal transforms an underutilized site into a vibrant, mixed-use residential community. It delivers 209 purpose-built rental housing units, including 75 apartment units dedicated to seniors-focused housing, alongside a new Community Hub, a parkette, a community garden, and new pedestrian sidewalks, and connections to planned adjacent subdivisions that improve active transportation circulation within and around the site.**

**The proposed density of 116 units per hectare represents an efficient and well-supported form of residential intensification that advances the County’s objectives for housing diversity, affordability, and the efficient use of land and infrastructure. The significant contribution of new residential units is delivered through a built form that remains compatible with the surrounding neighbourhood. With a Floor Space Index (FSI) of 0.87 and lot coverage of 29%, approximately 70% of the site remains open and unbuilt. This site design balances the provision of much-needed housing with open space, landscaping, community amenities, and appropriate transitions to adjacent residential uses.**

Legend

-  Planning Area Boundary
-  Environmental Protection Area
-  Park & Open Space Area
-  Town Residential Area
-  Downtown Core Area
-  Town Gateway Area
-  Town Corridor Area
-  Waste Management Area
-  Employment Area
-  Institutional Area
-  Heights Development Area
-  Area of Natural & Scientific Interest (A.N.S.I.)
-  Mineral Aggregate (Licensed Pit)



**Figure 16:** Picton Urban Centre Secondary Plan Schedule A – Land Use



## HOUSING

The Official Plan recognizes that housing is fundamental to the creation of healthy, sustainable, and complete communities and emphasizes the need for a broader range of housing options to meet the needs of residents of all ages, incomes, abilities, and household types. In response to changing demographics, an aging population, and limited rental and affordable housing supply, the Official Plan encourages purpose-built rental housing, affordable housing, and seniors-focused housing that supports aging in place.

The Secondary Plan establishes a target that 33% of all new housing within the Secondary Plan area be developed as affordable housing (4.3.5). To support the achievement of this target, the Secondary Plan encourages increased residential densities, a diverse range of housing types, compact development forms through alternative development standards, and financial incentives, including relief from development, planning, permit, and other fees for projects that provide affordable housing as defined by the County (4.3.6(a, j, and l).

The proposal supports housing diversity through the provision of affordable rental housing, seniors-focused housing, and a variety of unit sizes that accommodate households at different stages of life and income levels, responding to identified shortages in affordable and attainable housing and the needs of the County's aging population.

With 30 percent of the proposed residential units intended to be affordable, the development represents a significant contribution toward achieving the Secondary Plan's affordable housing target of 33 percent (4.3.5).

## TOWN DESIGN

The Picton Urban Centre Secondary Plan includes policies on Town Design to ensure that development positively shapes the community's 'look and feel' and contributes to a unique sense of place. Because the subject site is designated as a Town Residential Area, the proposal has been carefully crafted to harmonize with the specific Residential Design directives of Section 4.1.1.

### Integrating Height, Massing, and Built Form

Section 4.1.1.1 requires that infill development reflects the scale, function, and character of the existing neighbourhood, ensuring that intensification is sensitively integrated into the existing urban fabric. Section 4.1.1.3 supports taller built forms in these areas of three or four storeys in new or extended neighbourhoods, provided they are located on interior streets away from existing low-rise development.

The proposal appropriately balances these objectives by accommodating a significant amount of new housing, including affordable and seniors-focused housing, within a built form that remains compatible with the surrounding neighbourhood. Building heights and massing have been strategically arranged to minimize visual impacts and provide appropriate transitions to adjacent residential uses. The five-storey seniors-focused building (Building D) is located toward the rear of the site, while Building A utilizes an inward-facing design that presents a one-storey Community Hub to Barker Street, reducing the perceived height and massing from the public realm. Together, these design measures enable the efficient use of land while maintaining compatibility with the surrounding neighbourhood character.

## Design and Integration of the Community Hub

While the development is primarily residential, Policy 4.1.1.5 guides the design of community uses integrated into Town Residential Areas. This policy requires that community uses be built at a "neighbourhood scale," be "visually compatible with surrounding development," and use planting to "buffer parking and service areas from surrounding development".

The proposed Community Hub achieves these objectives through its one-storey frontage along Barker Street, which maintains a pedestrian-scaled relationship with the public realm, while landscaped open spaces and the proposed parkette provide effective buffering, create opportunities for recreation and social interaction, and enhance the surrounding neighbourhood character.

### Active Transportation and Connectivity

Section 4.1.1.4 encourages the extension of neighbourhoods in a way that links local residents with important community elements, amenities, and adjacent neighbourhoods, while providing sufficient access for both vehicular and active modes of transportation.

The proposal successfully extends the neighbourhood fabric to link residents directly with vital community amenities. The site design provides a strong internal circulation network, including new pedestrian sidewalks, that seamlessly connects the residential built form, the Community Hub, and the open spaces, ensuring safe and functional access for active modes of transportation.

## SERVICES AND UTILITIES

The site is located within the established Service Area 1. The Secondary Plan requires development to proceed on full municipal water and sewer services (Policy 3.2.1).

The Functional Servicing and Stormwater Management Report, prepared by Siteplantech, confirms that the site can be adequately serviced by connecting to the existing infrastructure, ensuring robust and economically viable service provision.

## ENVIRONMENTAL MANAGEMENT

The Secondary Plan reinforces the IPZ requirements and the necessity of groundwater protection (Policy 4.7.1.6). The site is identified with Intake Protection Zone 2, which pertains to vulnerabilities around municipal drinking water supplies (Figure 17). The Secondary Plan states that development in this zone must conform to the requirements of the Quinte Region Source Water Protection Plan.

As noted in Section 4.1.3 of this report, the applicant has undertaken the necessary supplementary technical studies to address the requirements of the Intake Protection Zone and the Quinte Region Source Water Protection Plan. The proposal aligns with the Secondary Plan by implementing stormwater controls that limit post-development discharge rates to allowable targets. To protect the municipal drinking water supply within Intake Protection Zone 2 (IPZ-2), an oil-grit separator will achieve an 84% Total Suspended Solids (TSS) removal efficiency. Please see the Functional Servicing and Stormwater Management Report, prepared by Siteplantech, for further information.

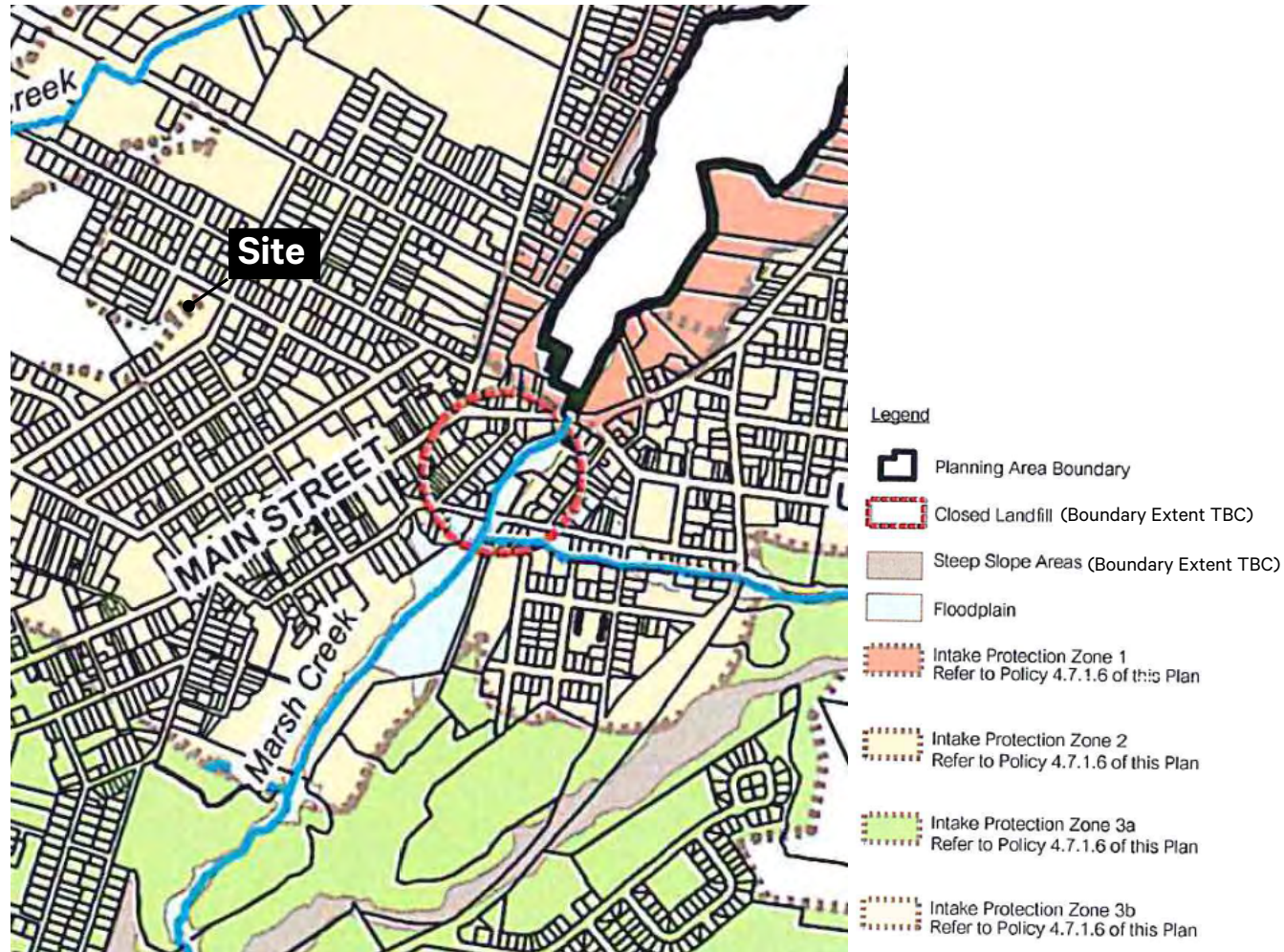


Figure 17: Picton Urban Centre Secondary Plan Schedule D – Constraints



## TRANSPORTATION AND CIRCULATION

The Picton Urban Centre Secondary Plan provides a comprehensive transportation framework that recognizes the relationship between transportation, land use, and community development. To ensure the safe and efficient movement, Schedule B Secondary Plan Transportation Map (Figure 18) and Section 3.1.2 of the Plan establish a four-level road hierarchy comprising Arterial Roads, Collector Roads, Local Roads, and Activity Routes. Activity Routes are dedicated to accommodating non-vehicular, active modes of transportation, such as walking and cycling, through enhanced streetscape facilities (3.1.2.1d). The Secondary Plan directs that all new and existing roads accommodate active transportation facilities, including sidewalks, to improve connectivity (3.1.4.4). Additionally, it encourages the implementation of traffic calming and design strategies to enhance pedestrian safety, comfort, and visibility (3.1.3.2), and the establishment of connections between developed neighbourhoods and new development to ensure a cohesive, well-planned transportation system (3.1.4.4).

**The proposal successfully implements the transportation and circulation objectives of the Picton Urban Centre Secondary Plan by supporting a connected, pedestrian-oriented transportation network that prioritizes active transportation, safety, and neighbourhood connectivity.**

**The surrounding road network, including Barker Street, Centre Street, and Elm Street, is comprised of local roads, with a portion of Barker Street identified as an Activity Route. The proposal enhances connectivity through a new driveway linking Barker Street and Elm**

**Street, while providing a comprehensive pedestrian network that connects building entrances to existing and planned sidewalks. The development also establishes a future pedestrian and cycling connection to the adjacent planned subdivision, providing direct access to the Millennium Trail and strengthening connections to the broader active transportation network.**

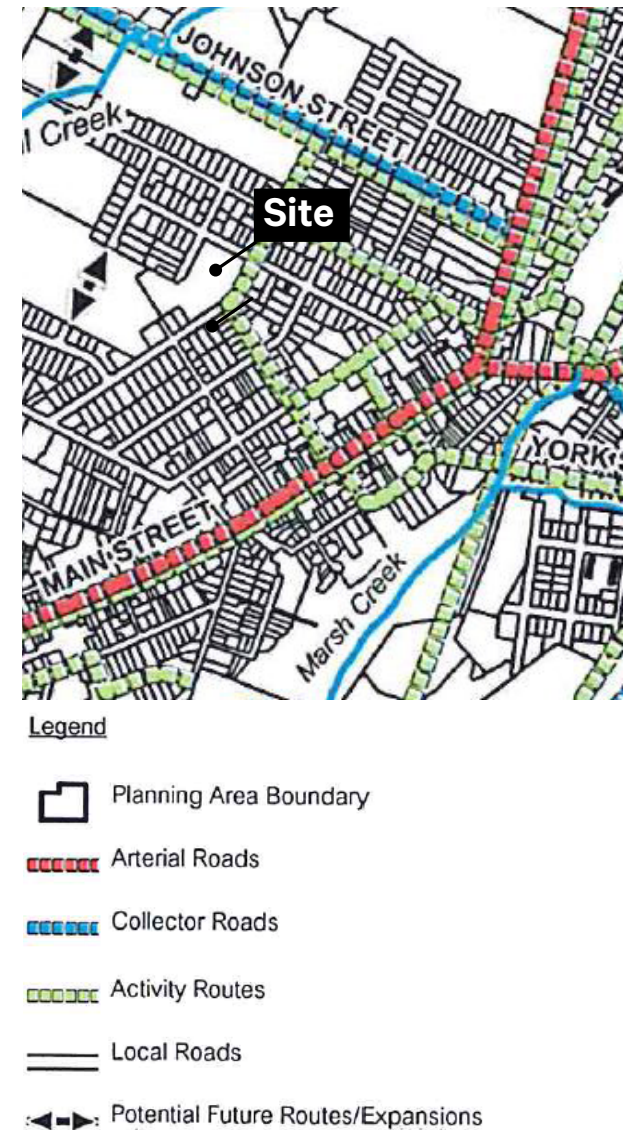
**The development supports the Secondary Plan's active transportation and traffic calming objectives through coordination with the County-led Barker Street Reconstruction project. The site design accommodates future two-way traffic operations and new sidewalks along Barker Street, ensuring seamless integration with the broader transportation network. In addition, curb bump-outs and lay-by parking are proposed along Barker Street to calm traffic, enhance pedestrian safety and visibility, and provide convenient visitor parking for the Community Hub.**

**These improvements support the Secondary Plan's vision for a safe, connected, and multimodal transportation system that integrates land use and transportation planning.**

## PARKLAND DEDICATION

Policy 4.6.1.7 of the Picton Urban Centre Secondary Plan identifies that parkland dedication for residential development is required in accordance with the applicable parkland dedication provisions.

**As discussed in Sections 4.1.1 and 4.2.1 of this report, the Planning Act establishes the applicable parkland**



**Figure 18:**Secondary Plan Schedule B – Transportation

dedication requirements. Based on the calculation set out in Section 42(1) of the Planning Act, the required parkland dedication for the proposal is 634 m².

The proposal provides a 1,211 m² public parkette, nearly double the amount required under the Planning Act. In addition, the proposal includes a community garden and a network of landscaped open spaces distributed throughout the site. Together, these elements contribute to the Secondary Plan's objectives of creating a complete community by expanding access to parks and open space while enhancing active transportation connections.

#### **4.2.3 COMPREHENSIVE ZONING BY-LAW NO. 140-2025**

The site is currently zoned Institutional (I) under Comprehensive Zoning By-law No. 140-2025. The I zone permits a limited range of institutional and community-oriented uses, including hospitals, schools, libraries, places of worship, and public parks. The zone also permits single-detached dwellings and home businesses as accessory residential uses.

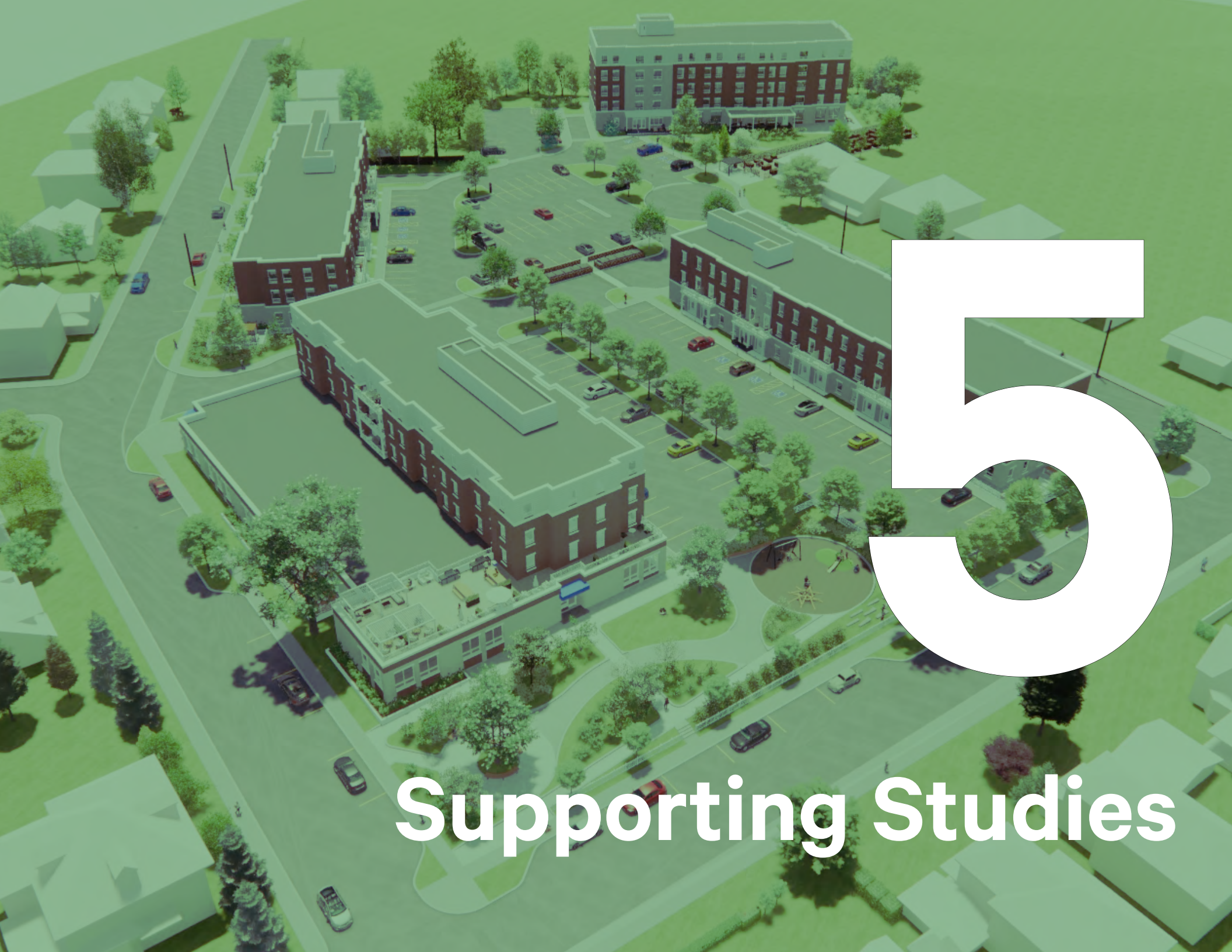
The zoning reflects the site's historical function as a former public school. The property was declared surplus to the needs of the Hastings and Prince Edward District School Board in November 2018 and was subsequently acquired by the County of Prince Edward in 2024. The acquisition supports the County's commitment to delivering purpose-built affordable rental housing and a community hub that will provide space for community-based agencies and services. In March 2025, County Council finalized a public-private partnership with New View Holdings Inc. to facilitate the redevelopment of the property. As such, the existing I zone no longer reflects the planned use and function of the lands.

The enclosed amendment to Zoning By-law No. 140-2025 proposes to rezone the site to the Residential Urban Type Three (R3) Zone to permit a new mixed-use community consisting of four apartment buildings, including a seniors-focused apartment building for residents aged 65 and over, a community hub, and parkette, and a community garden. The amendment also establishes site-specific development standards related to building height, setbacks, landscaped open space, parking, and other

built form considerations necessary to implement the proposed development. The draft Schedule 1 forming part of the proposed zoning by-law amendment is illustrated in Section 6.

**The requested amendment conforms with the policies of the Prince Edward County Official Plan and the Picton Urban Centre Secondary Plan. The proposal will facilitate the redevelopment of a former institutional property with a purpose-built rental community that includes a mix of housing options, seniors housing, affordable rental housing, and a community hub. The development represents an efficient use of existing municipal infrastructure within the Urban Centre, contributes to the County's housing diversity objectives, and provides community amenities and publicly accessible open space. It is our opinion that the proposed Zoning By-law Amendment is appropriate, desirable, represents good land use planning, and should be approved.**





Supporting Studies

# 5.0 Supporting Studies

The following technical studies support this application and are submitted concurrently. Each study addresses a specific aspect of the proposal's impact on infrastructure, the environment, and public safety.

## 5.1 Functional Servicing and Stormwater Management

The Functional Servicing and Stormwater Management Report, prepared by Siteplantech and dated July 21, 2026, confirms that the proposed development can be adequately serviced by existing municipal infrastructure. Sanitary demands, generating a peak flow of 7.7 L/s, will be safely accommodated via a new 200 mm gravity connection to the existing 300 mm sanitary sewer on Centre Street. Water supply for domestic and fire flows will be provided by connecting to the existing 200 mm watermain on Barker Street, utilizing two new private on-site hydrants. To manage stormwater, the site employs an underground storage system consisting of StormTech chambers (134 SC-800 and 12 SC-310 units) equipped with tamper-proof orifice plates to restrict post-development peak flows to allowable pre-development rates, requiring a total active storage volume of 325.8 m<sup>3</sup>. Water quality is addressed through an oil-grit separator achieving an 84% Total Suspended

Solids (TSS) removal rate, while a 300 mm clear stone bed beneath the chambers will retain and infiltrate the first 12.5 mm of runoff to promote groundwater recharge and water balance. In the event of a complete system failure, grading provides an emergency overland flow route to safely direct excess water toward Centre, Elm, and Barker Streets.

## 5.2 Traffic Impact Study

The Transportation Impact Study, prepared by R.J. Burnside & Associates and dated July 2026, supports the feasibility of the redevelopment from a traffic operations and site design perspective. The analysis indicates that the proposed development will generate approximately 81 weekday AM peak hour trips and 127 PM peak hour trips, reflecting reduced vehicle travel patterns in Picton. The analysis further states that local intersections will maintain sufficient capacity and minimal delays under both existing and future traffic conditions. The report suggests that while Barker Street currently operates as a one-way road, converting it to two-way traffic would improve regional circulation and better serve the development. Additionally, the study justifies a reduction in required parking by highlighting the site's proximity to downtown and the implementation of

various transportation demand management strategies. Reduced parking rates for the proposed seniors' housing are further supported by municipal benchmarking and the reduced reliance on personal vehicles among senior residents.

## 5.3 Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment, prepared by Cambium Inc. and dated May 28 2024, identified specific environmental concerns, primarily related to historical heating fuel storage on the property, which warrant further investigation. The most significant on-site Potentially Contaminating Activity (PCA) identified is the site's legacy use of a heating oil tank. The assessment also flagged that potable water sampling between 2017 and 2014 consistently showed exceedances for lead. Additionally, due to the building's construction dates (1953 and 1967), there is a strong potential for designated substances, including asbestos, lead-based paint, urea formaldehyde foam insulation (UFFI), and PCB-containing light ballasts. Several off-site PCAs were identified in the surrounding area, but the ESA concluded they do not pose a risk to the proposed development. A Phase Two ESA and Designated Substance Survey is recommended and was completed in July 2024, described below.



## 5.4 Phase Two Environmental Site Assessment

The Phase Two ESA, prepared by Cambium Inc. and dated July 2024, investigated the primary Area of Potential Environmental Concern (APEC) identified in the Phase 1 ESA, which was the underground fuel oil tank. To investigate this, a Ground Penetrating Radar (GPR) scan was performed in the reported location of the former tank, but no anomalies resembling an underground storage tank (UST) were found. Following this, two boreholes were advanced to a maximum depth of 5.2 meters and completed as groundwater monitoring wells. Soil and groundwater samples collected from the monitoring wells were submitted for laboratory analysis to test for a number of Contaminants of Potential Concern (COPCs) identified during the Phase I ESA. The laboratory analysis confirmed that all analyzed COPCs in both the submitted soil and groundwater samples met the applicable Table 2 Residential Site Condition Standards provided by the Ministry of Environment. Because all samples met the applicable residential regulatory standards, no remediation or further subsurface investigation is required. The report outlines the following best management practices moving forward: The monitoring wells should be properly abandoned when no longer needed and consistent with the Phase I ESA, a Designated Substances Survey must be completed prior to any demolition activities.

A Record of Site Condition is not required, as the application proposes to change the land use of the site from institutional to residential, which does not constitute a change to a more sensitive land use.

## 5.5 Geotechnical Investigation

The Geotechnical Investigation Report, prepared by Cambium Inc. and dated December 8, 2025, states that the site consists of fill over native clayey silt and silty sand, with bedrock encountered at depths of approximately 3.5 to 6.9 metres. Buildings C and D can be supported on conventional spread footings, while Buildings A, B, and the Hub may require reduced bearing capacities, additional testing, or deep foundations due to weaker soil conditions. Excavation design will need to account for soil stability requirements and may require shoring near existing structures. Shallow groundwater can be managed using conventional dewatering methods, while deeper excavations may require additional dewatering measures. Although the site contains significant grade changes, the report identifies no long-term slope stability concerns, provided temporary excavation slopes are properly managed during construction.

## 5.6 Arborist Report

The Arborist Report and Tree Inventory and Preservation Plan, prepared by Cambium Inc. and dated March 3, 2026, assessed 100 trees on and adjacent to the subject site. The report concluded that to accommodate the proposed development, 68 trees must be removed and 9 will be injured. 23 trees will be retained with no anticipated impacts. A major finding is the presence of 15 Butternut trees, a provincially endangered species, which mandate a specialized health and genetic assessment between May 15 and August 31 prior to any nearby site alteration. The Butternut Health Assessments are currently

scheduled for mid-June 2026. To mitigate ecological and structural damage, the report recommends installing semi-permanent tree protection hoarding, conducting exploratory root excavations under an arborist's supervision, and restricting vegetation clearing to the winter window of December 1 to March 14 to protect migratory birds and endangered bats.

## 5.7 Engagement Summary Reports

The feedback received through the engagement events informed the ongoing evolution of the proposal and contributed to the refinements reflected in the current development concept. Further details are provided in the Engagement Summary Feedback Reports included in Appendix A.



# Planning Instrument



# 6.0 Planning Instruments

## 6.1 Zoning By-law Amendment

The proposed development requires approval of a Zoning By-law Amendment to Comprehensive Zoning By-law No. 140-2025 to facilitate the redevelopment of the former Queen Elizabeth School property at 35 Barker Street.

The application proposes to rezone the lands from the Institutional (I) Zone to a site-specific Residential Urban Type Three (R3-XX) Zone. See Figure 19 and Table 4. This amendment will permit a new mixed-use community consisting of four apartment buildings; including a seniors-focused apartment building for residents aged 65 and over, a community hub, a parkette, and a community garden.

Furthermore, the amendment establishes site-specific development standards related to building height, setbacks, landscaped open space, parking, and other built form considerations necessary to implement the proposed development. The Draft Schedule 1 forming part of the Zoning By-law Amendment is reflected in Figure 19.



Figure 19: Draft Schedule 1

| TABLE 4. ZONING COMPLIANCE     |                                                       |                                                                                              |                                                                                                                                         |
|--------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| ZONE PROVISIONS                |                                                       | ZONE REQUIREMENTS                                                                            | PROPOSED                                                                                                                                |
| SECTION 3.0 GENERAL PROVISIONS |                                                       |                                                                                              |                                                                                                                                         |
| 3.18                           | Multiple uses on one lot                              | No dwelling shall be erected closer than 1.8 m to any other building or structure on the lot | Multiple uses may be permitted on the same lot and located within the same building.                                                    |
| 3.28                           | Sight Triangles                                       | Local Street: 9m by 9m                                                                       | 3m by 3m                                                                                                                                |
| SECTION 4.0 PARKING PROVISIONS |                                                       |                                                                                              |                                                                                                                                         |
| 4.1.a                          | Minimum Parking (Apartment Dwelling)                  | 1.2 spaces/dwelling unit = 161                                                               | 0.87 spaces/dwelling unit = 116                                                                                                         |
| 4.1.a                          | Minimum Parking (Senior Citizens' Apartment dwelling) | 1.2 spaces/dwelling unit = 90                                                                | 0.5 spaces/dwelling unit = 38                                                                                                           |
| 4.1.a                          | Minimum Parking (Community Hub)                       | 1 / 56 m <sup>2</sup> = 33                                                                   | 1 / 165.1 m <sup>2</sup> = 11                                                                                                           |
| 4.1.1.a                        | Location of Parking                                   | Shall not be located on any part of a municipal right-of-way                                 | In addition to the minimum community hub parking requirements a maximum of 22 off-site parking spaces may be provided along Elm Street. |
| 4.1.5                          | Minimum Parking Space Requirements                    | L 6m x W 3 m                                                                                 | L 5.2 m x W 2.5 m                                                                                                                       |
| 4.3.g                          | Minimum Barrier-free parking space dimensions         | Type A: W 3.4 m x L 5.5 m;<br>Type B: W 2.75 m x L 5.5 m                                     | Type A: W 2.60m x L 5.20m<br>Type B: W 3.50m x L 5.20m                                                                                  |
| 7.0 URBAN RESIDENTIAL ZONE     |                                                       |                                                                                              |                                                                                                                                         |
| 7.3                            | Maximum Height                                        | 18 m                                                                                         | 21 m                                                                                                                                    |
|                                | Minimum Front Yard                                    | 3 m                                                                                          | 8.5 m                                                                                                                                   |
|                                | Minimum Rear Yard                                     | 7.5 m                                                                                        | 3 m                                                                                                                                     |
|                                | Minimum Exterior Side Yard                            | 3 m                                                                                          | 0.9 m                                                                                                                                   |
|                                | Minimum Interior Side Yard                            | 4.5 m                                                                                        | 10 m                                                                                                                                    |
|                                | Minimum Landscaped Open Space                         | 35%                                                                                          | 18%                                                                                                                                     |



An aerial architectural rendering of a large-scale urban development. The central focus is a multi-story brick building complex with several interconnected wings. A large, paved parking lot with numerous cars is situated to the right and in front of the buildings. The area is landscaped with numerous trees and green spaces. A circular playground with a star-shaped structure is visible in the lower right. The entire scene is overlaid with a semi-transparent green filter. A large white number '7' is positioned on the right side of the image.

7

# Planning Rationale & Conclusion

# 7.0 Planning Rationale & Conclusion

The proposed redevelopment of the former Queen Elizabeth School site represents a significant opportunity to deliver much-needed housing and community-serving uses within the Picton Urban Centre. The proposal transforms an underutilized institutional property into a complete, mixed-income rental community that responds directly to identified housing needs, including affordable rental housing, seniors-focused housing, and a range of unit types for households at different stages of life.

The proposed built form has been carefully designed to respect and complement the surrounding neighbourhood through appropriate building heights, setbacks, transitions, and pedestrian-oriented design. Extensive consultation with County staff, stakeholders, and the public has informed the evolution of the proposal, resulting in refinements that improve compatibility, enhance open space, strengthen active transportation connections, and support the long-term vision for Barker Street and the Picton Urban Centre.

In addition to delivering 209 purpose-built rental dwelling units, 30% of units allocated as affordable housing, the proposal provides a Community Hub, a public parkette, a community garden, and a connected network of pedestrian and cycling facilities.

Together, these elements will contribute to a more inclusive, accessible, and vibrant community while making efficient use of existing municipal infrastructure and services.

This report has demonstrated that the proposal is consistent with the Provincial Planning Statement, 2024, conforms with the Prince Edward County Official Plan and the Picton Urban Centre Secondary Plan, and is supported by a comprehensive suite of technical studies demonstrating that the development can be accommodated by existing and planned infrastructure without unacceptable adverse impacts.

As a result, it is our opinion that the proposed Zoning By-law Amendment represents good planning in the public interest and should be approved.





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# **Appendix A**

## **Engagement Summary Reports**



# Queen Elizabeth School Redevelopment (35 Barker Street)

## Engagement Feedback Report: Stakeholder Design Charrette

**Event Date:** August 25, 2025

**Report Date:** September 11, 2025

## Acknowledgements

We acknowledge that Picton is part of the treaty lands of the Michi Saagiig Anishinaabe, and the historic territory of the Huron Wendat, Haudenosaunee, and various Anishinaabe peoples, who through migratory and settlement patterns, have been present in Prince Edward County for hundreds and thousands of years. We offer our gratitude to the First Peoples for their care for, and teachings about, our earth and our relations.

This report summarizes the feedback and discussions from the Stakeholder Design Charrette held for the Queen Elizabeth School Redevelopment project at 35 Barker Street in Picton. We extend our gratitude to all who participated and contributed their valuable insights.

## Community Members

A total of 25 community members and local agency representatives participated in the Charrette. We sincerely appreciate all individuals who dedicated their time and expertise to shape this proposal. Their engagement and collaborative spirit were essential in fostering a collective vision for the redevelopment.

## County Representatives

- Phil St-Jean, Councillor Ward 1 – Picton
- Kate McNaughton, Councillor Ward 1 – Picton
- Elis Ziegler, Affordable Housing Supervisor
- Angela Buonamici, Manager of Planning

## Developer

- **New View Holdings:** Tim Neeb, Alan Hirschfield

## Consulting Team

- **Planning:** SvN Architects + Planners (Kelly Graham, Nicole Dilisi, Ryan Cheng)
- **Transportation:** R.J Burnside (David Angelakis)
- **Landscape Architecture:** VTLA (Bailey Austin-Macmillan)



## Table of Contents

|                                                                                |           |
|--------------------------------------------------------------------------------|-----------|
| <b>1.0 Introduction .....</b>                                                  | <b>4</b>  |
| <b>2.0 Meeting Overview.....</b>                                               | <b>4</b>  |
| <b>3.0 County Objectives and Previous Public Input.....</b>                    | <b>5</b>  |
| <b>4.0 Changes to the Proposal Since September 25<sup>th</sup>, 2024 .....</b> | <b>5</b>  |
| <b>5.0 Summary of Feedback from Table Discussions.....</b>                     | <b>6</b>  |
| A. Building Design .....                                                       | 7         |
| B. Housing and Affordability .....                                             | 8         |
| C. Community Hub Programming .....                                             | 9         |
| D. Traffic & Circulation .....                                                 | 11        |
| E. Landscape and Public Amenities .....                                        | 12        |
| <b>6.0 Summary and Next Steps.....</b>                                         | <b>13</b> |

## 1.0 Introduction

The redevelopment of the former Queen Elizabeth School (located at 35 Barker Street in Picton) is an exciting opportunity to deliver much-needed affordable housing, a new community hub, and public parkland. The County faces a critical need for affordable housing and an acute shortage of affordable and attainable housing for its workforce, which is a key driver for the proposed redevelopment.

The Stakeholder Design Charrette was an opportunity for the Developer and the Project Team to gather specific ideas and feedback from the community to refine the proposal. This report summarizes the input received, which will help shape the final development plan prior to the submission of a formal development application to the County.

## 2.0 Meeting Overview

The Stakeholder Design Charrette for the Queen Elizabeth School redevelopment was held on August 25<sup>th</sup>, 2025 at Picton Town Hall. Participants arrived at 6:00PM, engaged with display panels (See Appendix 'B') and project team members, followed by formal introductions and a presentation, charrette format table discussions, and a report back session summarizing key insights from each discussion, closing at 7:45PM.

The initial presentation was delivered by SvN, the planning consultants for the project. Introductions were provided by Tim Neeb, a partner at New View Holdings, the Developer, and Picton Ward 1 Councillor Phil St. Jean. The full presentation is appended to this report in Appendix 'A'.

Following the presentation, participants were encouraged to choose a table for engaging in a smaller group discussion. The table discussions were facilitated by one or two development representatives or consultants and focused on the following themes: building design, housing and affordability, community hub programming, traffic and circulation, and landscape and public amenities. Photos of the graphic and discussion prompt materials included at each table can be found appended to this report in Appendix 'C'.

### 3.0 County Objectives and Previous Public Input

The County of Prince Edward began planning for the Queen Elizabeth School site after it was declared surplus lands in 2018, with Council directing staff to pursue acquisition and redevelopment options from 2023–2024. Building on those directions, the County issued a Request for Expressions of Interest (RFEOI) in June 2024, which launched the search for development partners in the private sector. The RFEOI and preceding Council reports set clear objectives:

- Maximize the number of affordable housing units.
- Provide up to 37,000 square feet of rental space for community-service agencies.
- Allow the municipality to recoup its investment.
- Deliver much needed housing and community space as quickly as possible to meet current need.

#### Previous public input had highlighted several key areas of concern and priority

A Public Information Meeting took place September 25<sup>th</sup>, 2024 to gather initial input from the surrounding residents and stakeholders. A summary of the public's feedback at this meeting is as follows:

- **Green Space:** Desire for contiguous green space, community gardens, and a greenhouse.
- **Community Hub:** Emphasis on meeting the needs of the greater community, multi-use community space for active and educational uses, and suggestions for specific facilities like a Children's Museum, Hospice, or Daycare.
- **Built Form & Housing Types:** Need for affordable housing and rentals, energy-efficient and sustainable design features, accessibility, and compatibility with low-density surroundings.
- **Density:** Concerns about compatibility with the existing neighbourhood character.
- **Traffic, Access & Servicing:** Focus on traffic, parking, pedestrian safety, road infrastructure improvements, and drainage.

### 4.0 Changes to the Proposal Since September 25<sup>th</sup>, 2024

The initial proposal shared in September 2024 featured three buildings, including a larger L-shaped building containing the Community Hub on the ground floor, all at four storeys in height. The former plan included a total of 246 residential units, half of which were committed to be affordable. Parking occupied a significant portion of the site, and green space was limited to landscaped buffers adjacent to the buildings.

Between the Public Information Meeting in September 2024 to the Stakeholder Design Charrette in August 2025, the project team made the following revisions to the proposal:

- **Building Design and Height:** Building siting and layouts were adjusted. Floorplates are slightly longer and the overall building heights have been reduced to three storeys, with the exception of Building A, which sits above the Community Hub. The setback of Building 'A' along Barker Street was also increased.
- **Unit Count:** The revised proposal includes a total of 198 units, a reduction due to the loss of one floor from each building.



- **Public Park:** A new 1,449.78 m<sup>2</sup> park is proposed at the corner of Centre and Barker Streets, replacing the previous building frontage along Centre Street.
- **Community Hub:** The Community Hub has been reoriented to front Barker Street, rather than Centre Street, as in the initial plan.
- **Community Garden:** A 771.54 m<sup>2</sup> community garden is now proposed on the southwest portion of the site, replacing the additional surface parking area.
- **Access:** Vehicular access connecting to the end of Elm Street has been removed, and the perpendicular vehicular access along Elm Street has been shifted south, aligning with the Elizabeth Street access point.

## 5.0 Summary of Feedback from Table Discussions

From the notes recorded by table facilitators during the Charrette, several recurring themes consistently emerged across discussions. These themes represent the issues most frequently raised through participant dialogue that reflected shared priorities and concerns. The following summary highlights the key areas of focus identified through this methodology-driven process:

1. **Balancing density, height, and affordability:** maximizing the amount of affordable and family-friendly housing while keeping new development compatible with the surrounding community, and a design that contributes positively to the community.
2. **Strong emphasis on walkability, cycling, and connectivity:** within the site, to surrounding neighbourhood, and to regional trails.
3. **Greenspace and tree canopy as priorities:** both for public amenity use and to counterbalance the buildings and surface parking areas.
4. **Community Hub as a cornerstone:** clear program priorities and a design focused on dignity, flexibility, and accessibility.
5. **Traffic and parking management is critical:** addressing Barker Street reconstruction, school-related congestion, and balancing parking with greenspace.

While each discussion table was designated for a specific conversation topic, the conversations often explored aspects of the proposal beyond the topic prescribed. For the purpose of this report and overall clarity when incorporating feedback into future design iterations, the responses were grouped by theme regardless of what table they came from.

The table themes were:

- Building design
- Housing and affordability
- Community hub programming
- Traffic and circulation
- Landscape and public amenities

Key discussion points are summarized below.

## **A. Building Design**

This table focused on the built form and layout of the proposal. Facilitated by Alan Hirschfield (New View Holdings) and Ryan Cheng (SvN), participants worked with a 3D model of the development within the neighbourhood context (see Appendix 'C': Figure 11) and were asked to explore different block arrangements that balance density, open space, and compatibility with the surrounding community. Discussions addressed circulation and access, relationships to adjacent streets and properties, impacts on sunlight and privacy, and opportunities for open space and community amenities.

### **Height, Density, and Design**

Participants debated whether additional height and density could support a higher proportion of affordable housing and enhanced architectural design features. Some were disappointed to learn that the reduced building heights in the revised plan had lowered the number of affordable units, compared to earlier versions. Several attendees supported increasing Building D to four storeys, while keeping B, and C at three storeys, and Building A at 3 storey above the 1-storey hub. Others preferred maintaining lower heights overall, suggesting that Building A (currently four storeys) be relocated to the Building D site so that the tallest building would be farther from residents along Barker Street.

It was also suggested that building setbacks could be reduced, bringing the buildings closer to the street. This was proposed as a means of increasing the amount of consolidated green space within the project. An additional suggestion was to set back the floors above level 1 to create second-storey terrace amenities.

### **Sustainability**

Sustainable design was highlighted as a priority by participants, with the Green Municipal Fund identified as a potential source of funding for environmentally sensitive features.

### **Phasing and Construction Considerations**

Questions were raised regarding construction phasing, staging areas, and garbage pickup. Participants were informed that these details will be addressed later in the development process through site plan control and pre-construction planning.

Some attendees expressed concerns about rooftop HVAC equipment potentially causing noise, bulk, or shadow impacts. The Developer clarified that each unit will have its own wall-mounted HVAC system, rather than a central rooftop system, to minimize these effects.

## **B. Housing and Affordability**

This table focused on how the project can integrate with the surrounding community while delivering a meaningful supply of affordable housing. Facilitated by Tim Neeb (New View Holdings) and Johanne Strome, (Community Living Prince Edward), participants reviewed materials including the County's definition of affordable housing, local housing data, CMHC loan program fact sheets, and sample unit layouts (see Appendix 'C': Figure 13).

Discussions focused on how "affordable housing" should be defined for this project, whether it should include rental, ownership, or both, and what the appropriate mix of affordable and market units might be. Ultimately, financial feasibility will determine the proposed mix, but it was beneficial to hear different opinions. Participants also explored which income levels or household types should be prioritized, how affordable units would be delivered and maintained, and what role government programs, grants, or private contributions could play in funding.

### **Social and Supportive Housing**

There was strong interest in integrating social and supportive housing within the development. Seniors housing in particular was identified as a priority. Participants emphasized the importance of including programs that could serve residents with a range of needs, establishing the Hub's role to provide community-focused housing solutions.

Participants highlighted opportunities to link the project with established programs and supports. Suggestions included dedicating 16 units to the Homeward Bound program and providing rent supplements for residents at ODSP levels. The Developer noted prior experience managing fully affordable buildings, which could inform the delivery and management of units on site.

### **Ensuring Affordability**

Some participants expressed concern that the commitment to affordable units had decreased from 50% in earlier versions to 25–30% in the revised plan. The Developer explained that lower building heights reduced the number of affordable units that could be delivered while maintaining project feasibility.

### **Desired Unit Mix**

Attendees emphasized the need for a diverse unit mix to meet a range of household needs. The unit mix suggested by participant feedback included:

- Studios: 10% (preference for more deeply affordable units)
- 1-bedroom: 45%
- 2-bedroom: 45% (including options geared to single parents)
- 3-bedroom: 10–12% (family supportive housing)

### **Funding Options and Affordable Housing Definition**

CMHC funding programs were identified as potential sources to support affordability, although these programs are subject to policy changes. The Developer is in frequent communication with CMHC and will look to take advantage of any funding opportunities the project is eligible for.



## C. Community Hub Programming

This table focused on establishing the Community Hub as a cornerstone of the redevelopment. Facilitated by Elis Ziegler (County Affordable Housing Corporation) and Susan Treverton (Community Living Prince Edward), participants discussed programming and design priorities for the Hub, guided by prompts such as “What’s one thing your neighbourhood really needs?” and “What services or facilities are currently missing?”. Attendees emphasized the desire for a flexible, accessible, and dignified space that could serve a variety of community needs. The general feedback related to the Community Hub is as follows:

### Project Timelines

Several agencies with expiring leases sought clarity on when the Community Hub might be ready. The Developer explained that construction is expected to begin in 2027 and committed to providing regular updates to prospective tenants as the project advances.

### Collaboration and Governance

Participants suggested that agencies should collaborate on the co-design of the Hub to ensure the space reflects diverse community needs. Questions were also raised about governance, including whether the Hub would be municipally led. Facilitators explained that the Hub space will be delivered by the Developer but designed in partnership with the County and community partners. Currently, it is anticipated that the County will take on the head lease for the full Hub space, and will sublease space to community partners.

### Design Priorities

Attendees emphasized that the Hub should prioritize flexibility and shared spaces while integrating practical and accessible features. Key suggestions included accessible parking, bike racks and rentals, car- and ride-share options, and seating at bus stops and waiting areas for appointments. Ensuring dignity, confidentiality, and respect for service users was also highlighted as a guiding principle for the design.

### Location Considerations

Some participants recommended relocating the Hub and adjacent park to the Building D area to help buffer active ground-floor uses from existing homes. Others preferred keeping the Hub in its current proposed location, highlighting the benefits of visibility and broader accessibility for the community.

### Dotmocracy Exercise

A “dotmocracy” exercise was used to capture programming and community use priorities. Participants used colored sticky notes to indicate which programs or services attendees preferred most relative to others). A summary of the dotmocracy results are as follows:

- **Highest scoring:** Child & Youth Services (7), Community Support (5), Food Security (5).
- **Moderate scoring:** Health Services (3), Education & Employment (2).
- **Lowest scoring:** Community Building (1), Wellness (1).

Please refer to Appendix ‘D’ for the full dotmocracy results.

### Program Suggestions (Specified)

Participants also scored specific uses within each program category, with the option to add other uses if they were not listed in the dotmocracy worksheets. The summary of prioritized Hub uses, and the number of votes they received, are as follows:

- **Child & Youth Services:** childcare/early learning (5), after-school tutoring (4), youth leadership and mentorship programs (4), creative arts workshops (3), child services community partner spaces (1).
- **Food Security:** food bank distribution centre (9), community kitchen (6), affordable fresh food markets (5), nutrition education programs (5), and seasonal gardening workshops (4).
- **Health Services:** counselling and emotional support services (8), disability support services (7), seniors' programs for healthy aging and mobility (7), prenatal, parenting, and early childhood programs (4), mental health support (3), workshops on healthy living, wellness, and self-care (2), presentation/boardroom (1).
- **Education & Employment:** Adult literacy and ESL classes (2) prenatal/parenting programs, digital skills and computer training (3), apprenticeship and trade training programs (3), career counselling and job placement services (2), resume clinics and job interview preparation (1), business or entrepreneur incubator (1).
- **Wellness:** walking clubs and outdoor recreation programs (5), fitness and movement programs for all ages (3), stress management and mindfulness workshops (1), yoga, tai-chi, and meditation classes (1).
- **Community Building & Support:** bookable workspaces and meeting rooms (7), housing navigation (6), skill-sharing workshops (4), public meeting space for local groups (4), cultural festivals and celebrations (2), Indigenous cultural programming and support (2), volunteer training and coordination hub (1), additional parking for dedicated services (1), settlement and newcomer integration services (1).

## **D. Traffic & Circulation**

This table discussion focused on circulation patterns in and around the redevelopment site, including current pain points and potential road improvements. Facilitated by David Angelakis (R.J. Burnside), the table utilized a site plan and context plan (See Appendix 'C': Figure 14), allowing attendees to comment on the proposed circulation, parking and servicing locations, as well as the vehicular and pedestrian access points. Participants were also asked about existing opportunities and constraints around the site. The summary of feedback received are as follows:

### **On-Site Circulation, Access, and Amenities**

Attendees suggested providing a direct pedestrian connection through the middle of the site between Centre Street and Building D, and asked about emergency access along the Centre Street frontage between the parkette and Building B. Concerns were raised about potential cut-throughs between driveways. Participants expressed interest in incorporating car share and bike share within the surface parking area, as well as indoor bike storage, lockers, and charging stations. Emphasis was placed on ensuring pedestrian connections through the centre of the site and linking to neighbouring future development areas.

### **Existing Adjacent Streets**

Participants raised concerns about the current conditions on Barker Street, including potholes, one-way operation, and occasional wrong-way traffic. Many expressed support for reconstructing Barker Street to allow two-way traffic with sidewalks on both sides, though a few neighbours were concerned about the potential loss of mature trees if the street alignment changes. The County has completed a detailed reconstruction design of Barker Street to address these issues, though funding for construction is not yet in place. Some noted congestion induced by school drop-offs and pick-ups at Prince Edward Collegiate Institute, and the P1 bus route, which could be exacerbated by additional site traffic. There was also interest in exploring connections to the future Curtis Street or adjacent developments.

### **Parking**

Feedback on parking varied. Some participants were concerned about whether there would be sufficient parking for new residents and Community Hub users and staff, while others suggested reducing surface parking, particularly in front of Building D, in favor of additional greenspace. The Developer noted that parking would be shared by Community Hub users, staff, and future residents, stating that parking spaces would become available throughout the day and evening based on resident and Hub programming schedules. One participant made a suggestion of utilizing the existing site's natural grade change to incorporate below-grade parking without excessive excavation costs. This would allow for some of the surface parking area to be replaced by larger ground floor levels. Questions were also raised about the potential for on-street parking along Centre Street.

### **Transit and Active Transportation**

Residents asked about transit access to the new park and Community Hub and emphasized the importance of accessible pedestrian and cycling connections. Some noted that intersections such as Elizabeth and King are already busy and recommended considering signalization, crosswalks, or crossing guards during peak hours. Traffic calming measures along King Street were also suggested, as were opportunities for on-site bike rentals. Several attendees expressed interest in pedestrian-only access points from Centre Street or the greenway. Residents also highlighted the need for additional bike lanes and improved pedestrian and cyclist connections, including links to the Millennium Trail.



### **Waste Collection, Maintenance, and Fire Access**

Participants emphasized the importance of planning for efficient waste collection and storage, as well as year-round maintenance including snow clearance. Suggestions were also made to re-orient fire access to improve safety and operational efficiency

### **E. Landscape and Public Amenities**

This table focused on the proposed park space, public realm, and landscape elements both within the redevelopment site and along adjacent streets. Facilitated by Nicole Dilisi (SvN) and Bailey Austin-Macmillan (VTLA), participants reviewed the site plan and precedent images (See Appendix 'C': Figures 15-16) to explore how landscaping could enhance the redevelopment and surrounding community. Discussions centered on park programming, greenspace location and size, accessibility, sustainability, and integration with surrounding connections. The feedback gathered at this roundtable is as follows:

#### **Connections**

Participants emphasized the importance of pedestrian and cycling connections through the site, linking to the adjacent high school, future developments, and the Millennium Trail. Several participants suggested adding a greenway running through the site from Centre Street to Elizabeth Street to break up surface parking and asphalt, provide shaded seating, and create visual interest from residential windows. Attendees also highlighted the need for pedestrian connections to the planned subdivision and school routes toward Picton Main Street.

#### **Greenspace and Planting**

Many participants supported incorporating mature and mixed-species trees, larger landscape buffers, and denser planting to improve canopy coverage and the pedestrian experience while avoiding monocultures. There was interest in clustering trees with irrigation where possible, rather than relying on isolated single trees, to improve survival. Suggestions included relocating the community garden closer to the parkette to integrate with the Hub and improve accessibility for children and seniors, as well as considering a dog park in a separate location to maintain safe play areas for children.

#### **Park design**

Feedback on park programming included suggesting naturally creative play spaces, including logs, small berms with benches and integrated slides, rocks for walking, and splash pad or skating rink combinations. Participants emphasized incorporating shade structures and ensuring safe sightlines for supervision. Participants also suggested adding outdoor amenity spaces, such as barbequing and gathering areas, near each building.

#### **Community Garden**

Participants recommended shade structures, seating, picnic benches, water taps with inside turn-offs, and fencing to support programming within the community garden. Integrating the garden closer to the parkette was seen as a way to encourage participation and facilitate Hub programming for both children and seniors.

#### **Lighting**

Attendees preferred intimate, dimmable pedestrian-scale lighting while ensuring that pedestrian entrances remain well-lit for safety. Concerns were raised about excessive brightness along Centre Street, with a desire for lighting that is both functional and comfortable.

### **Tree Protection**

Participants asked whether any existing large shade trees could be preserved, underscoring the value of mature trees for visual interest, shade, and long-term environmental benefit.

### **Community HUB Integration**

Suggestions for integrating the Community Hub included incorporating public art along the wall facing the parkette by local artists and designing entrances and pathways to provide sensitive, accessible, and welcoming connections between the buildings and outdoor spaces.

## **6.0 Summary and Next Steps**

From the notes recorded by table facilitators during the Charrette, several recurring themes consistently emerged across discussions. These themes represent the issues most frequently raised through participant dialogue that reflected shared priorities and concerns. The following summary highlights the key issues that will be addressed through future design iterations.

### **Balancing Density, Height, and Affordability**

Participants emphasized the importance of providing a meaningful supply of affordable and family-oriented housing while ensuring compatibility with surrounding neighbourhoods. Stances varied on building heights, with some supporting modest increases to secure more affordable units, and others preferring lower heights to protect privacy and character.

### **Walkability, Cycling, and Connectivity**

Strong support was expressed for a walkable and connected community. Residents highlighted the need for direct pedestrian and cycling routes through the site, safe access to schools and parks, and connections to existing trail networks and future surrounding developments.

### **Greenspace and Tree Canopy**

Expanding and enhancing greenspace emerged as a high priority. Attendees called for shaded seating areas, mature tree planting, landscape buffers, and creative park amenities to counterbalance built form and surface parking. The integration of a dog park were also suggested to strengthen programming and accessibility.

### **Community Hub as a Cornerstone**

Participants emphasized flexibility, dignity, and accessibility in its design, alongside clear program priorities such as child and youth services, food security, and community support. Questions of governance and collaboration were raised, with suggestions for agency involvement in co-design.

### **Traffic, Parking, and Street Improvements**

Traffic management continues to be an important issue, particularly in relation to Barker Street's reconstruction, school-related congestion, and safe pedestrian crossings. Parking opinions varied, with some emphasizing adequacy for residents and Hub users, while others advocated reducing surface parking in favor of more greenspace. Integration of car share, bike share, and transit access was encouraged.

## **Next Steps**

The Developer and the Project Team will now begin the process of preparing the formal development application and all of the necessary supporting documents. Following the formal submission of the application, the submission materials will be made available on the County's Have Your Say website and the County will host a Public Information Centre (PIC) to share the updated design and receive feedback from the public. The design may be modified further based on input from the community and from County Staff. Once the design has been sufficiently advanced and County Staff are comfortable with the proposal, a Public Open House and Statutory Public Meeting, will be scheduled at one of the regular meetings of the Planning & Development Committee. This will be an additional opportunity for the community to provide comments. Ultimately, for the development to proceed, County Council will need to pass a Zoning By-law Amendment to implement the permissions for the proposal.



# Queen Elizabeth School Redevelopment 35 Barker Street

## Engagement Feedback Summary Report Addendum Public Information Centre

Event Date: November 6, 2025  
Report Date: December 18, 2025

## **Acknowledgements**

We acknowledge that Picton is part of the treaty lands of the Michi Saagiig Anishinaabe, and the historic territory of the Huron Wendat, Haudenosaunee, and various Anishinaabe peoples, who through migratory and settlement patterns, have been present in Prince Edward County for hundreds and thousands of years. We offer our gratitude to the First Peoples for their care for, and teachings about, our earth and our relations.

This report summarizes the feedback and discussions from the Public Information Centre (PIC) held for the Queen Elizabeth School Redevelopment project at 35 Barker Street in Picton. We extend our gratitude to all who participated and contributed their valuable insights.

## **Community Members**

A total of 85 community members and local agency representatives participated in the Public Information Centre. We sincerely appreciate all individuals who dedicated their time and expertise to shape this proposal. Their engagement and collaborative spirit were essential in fostering a collective vision for the redevelopment.

## **County Representatives**

- Phil St-Jean, Councillor Ward 1 – Picton
- Kate McNaughton, Councillor Ward 1 – Picton
- Elis Ziegler, Affordable Housing Supervisor
- Angela Buonamici, Manager of Planning

## **Developer**

- **New View Holdings:** Alan Hirschfield

## **Consulting Team**

- **Planning:** SvN Architects + Planners (Nicole Dilisi)
- **Transportation:** R.J Burnside (David Angelakis, Cindy Chung)
- **Landscape Architecture:** VTLA (Victoria Taylor, Bailey Austin-Macmillan)
- **Construction Manager:** Dalren Limited (Matt James)

## Table of Contents

|                                                                        |    |
|------------------------------------------------------------------------|----|
| 1.0 Introduction.....                                                  | 4  |
| 2.0 Meeting Overview .....                                             | 5  |
| 3.0 County Objectives and Previous Public Input.....                   | 5  |
| 4.0 Changes to the Proposal Since August 25 <sup>th</sup> , 2025 ..... | 5  |
| 5.0 Summary of PIC Feedback.....                                       | 7  |
| 6.0 Summary and Next Steps.....                                        | 10 |

Appendix A: PIC Introduction Presentation

Appendix B: Site Plan and Statistics

Appendix C: Views

Appendix D: Focused Discussions Site Plan Comments



# 1.0 Introduction

The redevelopment of the former Queen Elizabeth School, located at 35 Barker Street in Picton, is an exciting opportunity to deliver much-needed affordable housing, a new community hub, and public parkland. The County faces a critical need for affordable housing and an acute shortage of affordable and attainable housing for its seniors and workforce, which is a key driver for the proposed redevelopment.

The Public Information Centre (PIC) was held at Rotary Hall on November 6, 2025. The purpose of the PIC to present updates to the site plan that were informed by the Stakeholder Design Charrette held on August 25, 2025. The PIC was an opportunity for additional community input that will inform the forthcoming formal planning application submission, as well a chance for the County and Project Team to address questions or concerns from neighbouring residents. Nothing has been submitted to the County for Review and approval at this time. The Project Team intends to integrate the feedback received at the PIC into the zoning by-law amendment and site plan control applications that will be submitted to the County in early 2026. Following this submission, a statutory public meeting will be held to discuss the proposal with County Council and gather additional public feedback.

This report summarizes the input received, which will help shape the final development plan prior to the submission of a formal application to the County. We thank all participants for their valuable contributions and insights.



## 2.0 Meeting Overview

The PIC for the Queen Elizabeth School redevelopment was held on November 6<sup>th</sup> 2025, from 6:00PM to 8:00PM at Rotary Hall, and followed the format below:

|         |                                                               |
|---------|---------------------------------------------------------------|
| 6 pm    | Participant registration, display boards available for review |
| 6:15 pm | Opening Remarks from County                                   |
| 6:20 pm | Presentation by SvN and New View Holdings                     |
| 6:40 pm | Q&A                                                           |
| 7:10 pm | Focused Discussions                                           |
| 7:45 pm | Closing Remarks                                               |

## 3.0 Previous Public Input – Stakeholder Design Charrette

The Stakeholder Design Charrette took place on August 25, 2025. A Charrette Summary Report, dated September 11, 2025, was prepared and is available on the County's website for review. A recap of feedback received from this earlier engagement was captured in the presentation at the PIC, highlighting the following feedback. These insights informed the revised proposal presented at the PIC.

1. **Balancing density, height, and affordability:** maximizing the amount of affordable and family-friendly housing while keeping new development compatible with the surrounding community, and a design that contributes positively to the community.
2. **Strong emphasis on walkability, cycling, and connectivity:** within the site, to surrounding neighbourhood, and to regional trails.
3. **Greenspace and tree canopy as priorities:** both for public amenity use and to counterbalance the buildings and surface parking areas.
4. **Community Hub as a cornerstone:** clear program priorities and a design focused on dignity, flexibility, and accessibility.
5. **Traffic and parking management is critical:** addressing Barker Street reconstruction, school-related congestion, and balancing parking with greenspace.

## 4.0 Changes to the Proposal Since August 25<sup>th</sup>, 2025

The proposal has evolved in response to community input and the needs of the County's growing seniors population (65+), which represents approximately 35% of residents, including 37% in Picton. Many of the key changes are driven by the goal of providing housing that is accessible and suitable for seniors while remaining inclusive for the broader community, recognizing that many single seniors have limited income and need alternatives to traditional seniors-only housing.

**Key updates to the Site Plan include:**

1. **Building D converted to a seniors rental building** and increased from 3 to 4 storeys, providing accessible housing for independent seniors. The increase height had allowed a reduction to the building footprint, creating more space for outdoor amenity, and smaller units have been incorporated into the total of 63 units.
2. **Increase in units** from 198 to 211, driven by modifications to Building D.
3. **Reorientation of greenspaces** to create more usable open areas and stronger connections to future subdivisions.
4. **Community garden relocated adjacent to Building D** to encourage interaction, connection, and activity across all ages. Shade structures have also ben incorporated.
5. **Fenced in play** area incorporated into the parkette.
6. **Parking reconfigured** to balance vehicle needs with open space, and incorporation of additional green buffers to break up the paved surfaces.
7. **Traffic calming** measures integrated for pedestrian safety and continue to be explored.

Overall, these updates reflect demographic realities, community priorities, and a focus on creating an inclusive, connected, and livable development.



*Updated site plan, prepared by HPSM Holdings, dated November 6, 2025*



**Proposed phasing:**

**Phase One** comprises three (3) buildings:

- Building A: 4-storeys, including a 1-storey Community Hub, and 3-storey residential building, providing 52 units
- Building B: 3-storeys, providing 52 units
- Building C: 3-storeys, providing 44 units

**Phase Two** consists of one (1) building:

- Building D, 4-storey seniors apartment building (65+), providing 63 units

## 5.0 Summary of PIC Feedback

Feedback was provided during the Q&A session, followed by focused discussions with members of the project team identified above. The following summarizes comments and questions received, highlighting key considerations that will continue to form the basis of future design iterations.

### **Design & Compatibility:**

Feedback focused on how the proposed buildings integrate with the surrounding neighbourhood, including concerns about height, massing, and appropriate buffering. Public realm improvements such as sidewalks and landscaped areas were also identified as priorities.

#### **Participants highlighted the following considerations:**

- Building height compatibility with the adjacent neighbourhood, particularly for Building A (4-storeys).
- Revising building massing and setbacks to align with the surrounding context.
- Incorporating a boulevard between the sidewalk and parallel parking along Barker Street.
- Incorporating fencing, privacy planting, and lighting controls to mitigate impacts from parking areas on adjacent properties.
- Swapping the locations of Building A and the parkette to create a buffer from the right-of-way.

*Comments related to building height, massing, and setbacks, as well as streetscape elements such as boulevards, fencing, privacy planting, and lighting, will be reviewed and incorporated, as feasible and appropriate, in the revised architectural plans.*

### **Parking & Transportation:**

Participants questioned the quantity of parking, and emphasized the need for multimodal facilities, including active transportation and future mobility infrastructure. Concerns were also raised about increased neighborhood on-street parking demand due to the proposal and the operation of nearby schools.

#### **Participants highlighted the following considerations:**

- Parking reduction as 177 spaces was considered excessive

- Show bicycle and scooter parking, as well as EV charging stations, on the site plan  
Address potential impacts of street parking on existing neighbourhood parking

*The transportation consultant will review public recommendations to inform the preparation of the Transportation Impact Study.. Comments regarding parking, including the total number of spaces, provision for bicycles and scooters, EV charging stations, and potential impacts on on-street neighbourhood parking, will be reviewed and addressed as part of ongoing design refinements and reflected in the revised site plan, which will be included with the first planning applications submission.*

### **Environment & Sustainability:**

Sustainability considerations were a primary focus, with strong interest in low-carbon systems, resilient infrastructure, and naturalized landscaping. Participants also noted opportunities to incorporate green infrastructure and protect existing vegetation.

#### **Participants highlighted the following considerations:**

- Clarify the environmental studies that have been undertaken for the site.
- Address concerns regarding soil contamination, asbestos, and structural capacity.
- Implement geothermal or solar heating instead of natural gas to support cost savings and disaster resilience.
- Manage raised patio generators to minimize noise impacts.
- Incorporate permeable surfaces and bioswales to support stormwater management.
- Preserve existing trees and plant additional shade trees, including both deciduous and conifer species.
- Clarify the water source for the community garden.

*Energy efficiency remains a top priority ensuring it are designed to be resilient, sustainable, and efficient. New View Holdings will own and operates this site for the long-term. The suggestion to explore geothermal alternatives is appreciated and will be considered further. An Energy Modelling Report will be completed to evaluate energy system options, and the balance of geothermal and other energy uses will be assessed in the early stages of the project. A cost-benefit analysis will be undertaken separately, which will help guide decision.*

*Environmental studies have been completed by the County, and the geotechnical investigation is underway to gain an understanding of the soil conditions and support building massing.*

### **Hub & Community Amenities:**

Attendees requested additional detail on the proposed Community Hub program and how spaces would function for different user groups. Opportunities to enhance connectivity, outdoor space, and community-oriented features were identified.

#### **Participants highlighted the following considerations:**

- Provide detailed information on the Hub's design and size.
- Clearly label Hub entrance locations on plans.
- Clarify whether the outdoor space adjacent to the Hub will be fenced.

- Explore opportunities for public art along the Hub's northeast exterior façade adjacent to the parkette, potentially in collaboration with the County arts program.

*Provide a connection to the Millennium Trail via the neighboring subdivision or a Bowery Street extension. The Hub design is continuing to be refined in collaboration with tenants and the County. Outdoor play areas will be fenced, with public art opportunities being explored. The park location and fencing were guided by community feedback, the design of the street-fronting development, and the goal of keeping parking internal to the site. The parkette is intended to serve both residents of the development and the broader community. Discussions with the adjacent developer will continue to explore the connected landscaped open space areas and access to the Millennium Trail.*

### **Infrastructure & Site Conditions:**

Participants raised questions about the existing site conditions, emphasizing the need to understand environmental constraints and required upgrades before redevelopment proceeds. Infrastructure deficiencies and historical site challenges were key themes throughout the discussion.

#### **Participants highlighted the following considerations:**

- Assess and implement servicing upgrades needed beyond the property
- Evaluate flooding history and manage the culvert running through the proposed community garden onto Elm Street
- Consider repairs needed to a broken sewer line on Elizabeth Street
- Identify and address underground streams and wet conditions on the site
- Plan for reconstruction of Barker Street, including sidewalks on both sides, to ensure safe and suitable conditions

*Servicing upgrades will be determined through detailed studies being undertaken as part of the planning approvals process. This includes consideration of the site's flooding history and the culvert running through the proposed community garden onto Elm Street. Coordination with the County will continue to ensure that development aligns with the proposed upgrades to Barker Street, as well as other off-site considerations that have been identified.*

### **Construction Impact:**

Residents sought clarity on how construction activities would be managed to limit disruption, particularly regarding safety, communication, and coordination with local services. The anticipated construction timeline also prompted questions about phasing and mitigation measures.

#### **Participants highlighted the following considerations:**

- Implement dust and asbestos management measures during construction.
- Ensure construction timing and phasing are clearly communicated and managed
- Ensure ongoing communication with residents throughout the project
- Coordinate school bus and transit routes with construction and site activities
- Document the current condition of neighbouring properties before construction commencement



*Coordination between New View's Construction Team and County staff will be maintained throughout the project to ensure smooth progress. Matt James, the Construction Coordinator, will be available to address any questions or concerns, including those from residents, directly. Ongoing meetings and monitoring will be conducted, covering areas such as school bus and transit routes to minimize disruption. A designated substances report will be completed and followed, with strict controls in place for asbestos management. The project will be completed in two phases, with Phase 1 comprising general residential units and Phase 2 focused on the seniors' residence. Overall construction is anticipated to take approximately 24 to 36 months.*

### **Process and Timing:**

Participants sought an update on the next steps to implement the project, clarity regarding some of the materials presented. Questions about funding, approvals, and property ownership were raised.

#### **Participants highlighted the following considerations:**

- Site Plan needs clear labels, including height, loading areas, building entrances
- Confirm the status of the site plan
- Prioritize hiring local expertise during construction operations
- Clarify the implications of converting Building D for the affordable housing allocation

*New View Holdings is still in the process of acquiring the property and coordinating CMHC funding, and the planning approvals process remains outstanding. The conversion of Building D will not affect the total number of affordable housing units within the project. The site plan will be updated to incorporate feedback received, where feasible and appropriate, and will form the basis of the first planning applications, with a public open house to follow submission for additional community input. Efforts to hire local expertise will continue through the building phase and into construction and operations. Clarifications regarding building labeling, loading areas, and entrances will also be addressed as part of these updates.*

## **6.0 Summary and Next Steps**

New View Holdings and the Project Team will continue the process of preparing the formal planning applications and all necessary supporting documents. Consultation materials will be posted on the Have Your Say platform, where participants can provide additional input or submit feedback by email. The summary of input from the Charrette, PIC, and ongoing feedback will continue to shape the proposal. Following the formal submission, the full package of submission materials will be made available on the County's website.

Once the design has been sufficiently advanced and County Staff are comfortable with the proposal, a Statutory Public Meeting, will be scheduled at one of the regular meetings of the Planning & Development Committee. This will be an additional opportunity for the community to provide comments. Ultimately, for the development to proceed, County Council will need to pass a Zoning By-law Amendment to implement the permissions for the proposal, grant Site Plan Approval, and issue the necessary Building Permits.

# **Appendix A: PIC Introduction Presentation**

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November 6, 2025

An aerial architectural rendering of a large, multi-story school building. The building has a complex footprint with several wings. The main wings are three stories high, with a mix of brick and light-colored siding. There are several flat roofs with white HVAC units. A large, rectangular green roof is visible on one of the wings. The building is surrounded by a parking lot with several cars parked. There are trees and landscaping around the building. In the foreground, there is a grassy area with some trees and a small building with a blue roof. The overall scene is bright and sunny.

**SvN**

# **Queen Elizabeth School**

## **35 Barker Street**

---

**Public Information Centre**  
**November 6, 2025**



We respectfully acknowledge that we are gathered on the traditional territory of the Anishnaabeg (Michi Saagiig), Wendat (Huron) and Haudenosaunee (Six Nations) peoples, who through migratory and settlement patterns, have been present in Prince Edward County for hundreds and thousands of years. Prince Edward County is adjacent Mohawks of the Bay of Quinte First Nation.

We also acknowledge that Prince Edward County is part of Treaty 20 and is home to many Indigenous peoples today. We commit to learning from and working alongside Indigenous communities to support reconciliation and respect for the land.

**6 pm** Participant registration, display boards available for review (15 mins)

**6:15 pm** Opening Remarks from County (5 mins)

**6:20 pm** Presentation by SvN and New View Holdings (20 mins)

**6:40 pm** Q&A (20 mins)

**7:00 pm** Focused Discussions (30-40 mins)

**7:30 pm** Closing Remarks

**Elis Ziegler, *Affordable Housing Supervisor***

**Mayor Steven Ferguson, *Mayor, Prince Edward County***



## Meet the Project Team:

**Developer** Tim Neeb

New View Holdings Alan Hirschfield

**Planning Consultant** Kelly Graham, Senior Associate, Planning

SvN Architects + Planners Nicole Dilisi, Senior Planner

**Traffic Consultant** David Angelakis, Senior Project Manager

R.J Burnside Cindy Chung, Transportation Engineer

**Landscape Consultant** Victoria Taylor, Principal

VTLA Natasha Varga, Landscape Architect



# Project Timeline

SvN



**The purpose of the Charrette was to discuss concerns and objectives in a small group setting to shape the proposal.**

## Key Themes



**Housing and Affordability**



**Community Hub Programming**



**Building Design**



**Landscape and Public Amenities**

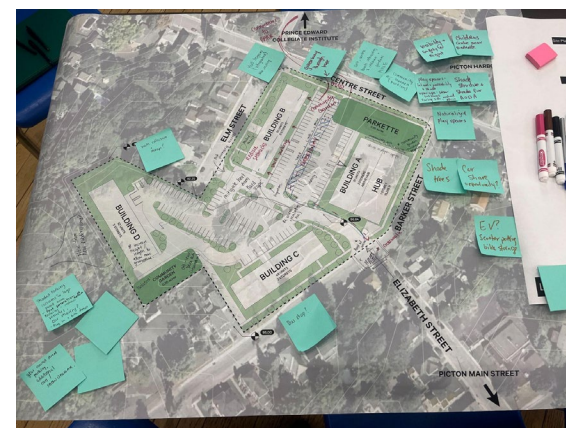


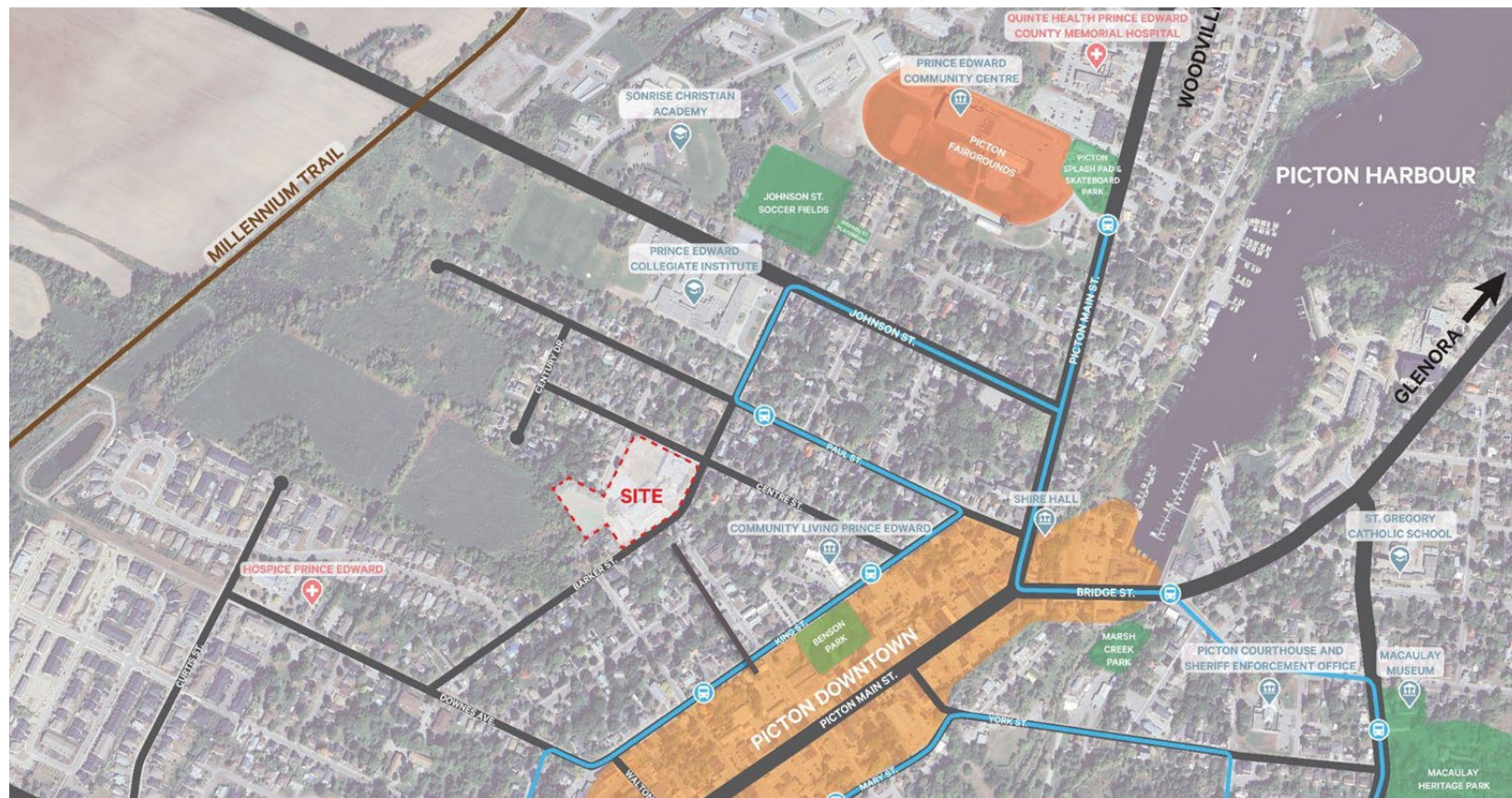
**Traffic and Circulation**



## Feedback Summary

1. **Balancing density, height, and affordability:** maximizing the amount of affordable and family-friendly housing while keeping new development compatible with the surrounding community, and a design that contributes positively to the community.
2. **Strong emphasis on walkability, cycling, and connectivity:** within the site, to surrounding neighbourhood, and to regional trails.
3. **Greenspace and tree canopy as priorities:** both for public amenity use and to counterbalance the buildings and surface parking areas.
4. **Community Hub as a cornerstone:** clear program priorities and a design focused on dignity, flexibility, and accessibility.
5. **Traffic and parking management is critical:** addressing Barker Street reconstruction, school-related congestion, and balancing parking with greenspace.









## Key Changes:

- Building D (Phase 2) increased in height from 3 to 4 storeys.
- Increase in units from 198 to 211.
- Relocation of Community Gardens.
- Parking Reconfiguration and addition of green buffers to break up paved area.



# Balancing density, height, and affordability:

SvN



View of Bld A, HUB, Parkette, and Bld B

Queen Elizabeth School PID | November 6, 2024

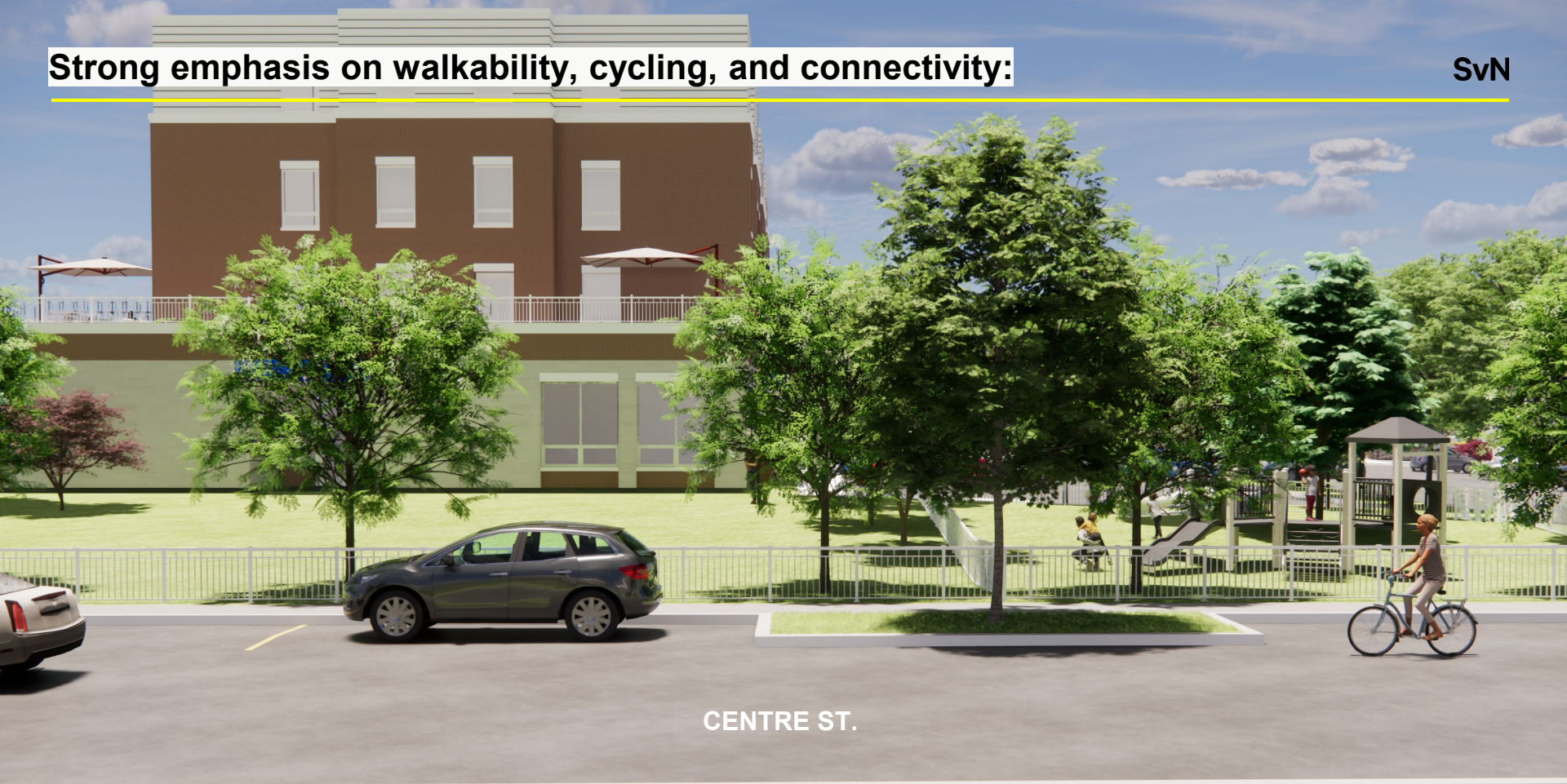


View of Bld C, from parking lot



## Strong emphasis on walkability, cycling, and connectivity:

SvN



**View of Bld A, and Parkette, from Centre St.**

Queen Elizabeth School | PIC | November 6, 2025



# Greenspace and tree canopy as priorities

SvN



View of parking lot, looking North

Queen Elizabeth School | PIC | November 6, 2025

Centre St., looking S. on Elm



# Community Hub as a cornerstone

SvN



**View from project entrance, North along Barker St.**

Queen Elizabeth School | PIC | November 6, 2025



**View of Bld A from parking lot**



# Traffic and parking management is critical

SvN



**Be Polite** – show respect to all participants

**Don't Speak Over Others** – everyone gets a voice

**Be Open-Minded** – embrace unexpected ideas

**Listen Actively** – no rehearsing rebuttals while others talk

**Focus on Solutions** – not just problems

**Honour all Contributions** – keep discussions balanced

**Use “Yes, and...”** – build on ideas collaboratively



We invite you to join us for two focused discussions:

- Planning & Design
- Traffic & Transportation

Please visit the station corresponding to the topic you'd like to discuss, and engage with members of the project team at each station.

# SvN

[www.svn-ap.com](http://www.svn-ap.com)

# **Appendix B: Site Plan and Statistics**

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November 6, 2025





| PHASE 1       |            |           |
|---------------|------------|-----------|
| BUILDING A    | APARTMENTS | 52 UNITS  |
| BUILDING B    | APARTMENTS | 52 UNITS  |
| BUILDING C    | APARTMENTS | 44 UNITS  |
| PHASE 1 TOTAL |            | 148 UNITS |

| PHASE 2    |                             |
|------------|-----------------------------|
| BUILDING D | SENIORS APARTMENTS 63 UNITS |

|                   |           |
|-------------------|-----------|
| PHASE 1 & 2 TOTAL | 211 UNITS |
|-------------------|-----------|

|                      |                              |
|----------------------|------------------------------|
| PARKING SPACES       | 156                          |
| BARRIER FREE SPACES  | 21                           |
| TOTAL PARKING SPACES | 177                          |
| RESIDENT PARKING     | 120 SPACES (0.8 SPACES/UNIT) |
| SENIORS PARKING      | 32 SPACES (0.5 SPACES/UNIT)  |
| VISITOR PARKING      | 15 SPACES (0.1 SPACES/UNIT)  |
| HUB PARKING          | 10 SPACES                    |
| ON STREET PARKING    | 32 SPACES                    |

Queen Elizabeth Residences  
35 Barker Street, Picton ON

# **Appendix C: Views**

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November 6, 2025



**VIEW FROM CENTRE STREET LOOKING SOUTH ALONG BARKER STREET**





**VIEW FROM ELM STREET LOOKING TOWARDS BUILDING D**





**VIEW FROM CENTRE STREET LOOKING TOWARDS THE PAY AREA AND PARKING LOT**





**VIEW FROM CENTRE STREET LOOKING TOWARDS THE PARKETTE, THE HUB AND BUILDING A**





**VIEW FROM CENTRE STREET LOOKING SOUTH ALONG ELM STREET**



**VIEW FROM ELIZABETH STREET TO SITE ACCESS**





**VIEW FROM SITE ACCESS LOOKING NORTH ALONG BARKER STREET**





**VIEW FROM CENTRE STREET LOOKING WEST**



**VIEW FROM CENTRE STREET LOOKING EAST**





**VIEW FROM ELM STREET LOOKING NORTH**





**VIEW OF BUILDING C STREETScape**





**VIEW FROM PARKING LOT LOOKING NORTH**





**VIEW FROM PARKING LOT LOOKING AT BUILDING A, AND THE HUB**





**VIEW FROM ELM STREET, LEFT TO RIGHT: BUILDING B, BUILDING C, BUILDING D**





**VIEW FROM PARKING LOT LOOKING AT BUILDING C**





**VIEW FROM BARKER STREET AND CENTRE STREET OF BUILDING A, B, AND PART OF C**





**VIEW INTERNAL TO SITE OF BUILDING D, COMMUNITY GARDEN, AND BUILDING B**

## **Appendix D: Focused Discussion Site Plan Comments**

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Hospital Creek

Geotech  
Hydro &  
Study

How does  
the site  
drain?

Boomer St  
Intersection?  
Connection to  
Millennium Trail

tree for  
shade +  
diversity  
deciduous

Save  
existing  
trees

culvert (creech)

Connection  
through  
neighborhood  
to Millennium  
Trail

Public  
Art?

permeable  
LD  
bioretention

Central  
gathering  
area?

tree fence  
not in your  
face street  
lighting for  
millennium



SVN  
HS  
HOLD  
Housing  
Queue  
Rt





# Queen Elizabeth School Redevelopment 35 Barker Street

## Engagement Feedback Summary Report Addendum Public Information Centre

Event Date: July 16, 2026

Report Date: August 17, 2026

Prepared by: WW+P Architects and Planners

## Acknowledgements

We acknowledge that Picton is part of the treaty lands of the Michi Saagiig Anishinaabe, and the historic territory of the Huron Wendat, Haudenosaunee, and various Anishinaabe peoples, who through migratory and settlement patterns, have been present in Prince Edward County for hundreds and thousands of years. We offer our gratitude to the First Peoples for their care for, and teachings about, our earth and our relations.

This report summarizes the feedback and discussions from the Public Information Centre (PIC) held for the Queen Elizabeth School Redevelopment project at 35 Barker Street in Picton. We extend our gratitude to all who participated and contributed their valuable insights.

## Community Members

A total of 85 community members and local agency representatives participated in the Public Information Centre. We sincerely appreciate all individuals who dedicated their time and expertise to shape this proposal. Their engagement and collaborative spirit were essential in fostering a collective vision for the redevelopment.

## County Representatives

- Phil St-Jean, Councillor Ward 1 – Picton
- Kate McNaughton, Councillor Ward 1 – Picton
- Elis Ziegler, Affordable Housing Supervisor
- Angela Buonamici, Manager of Planning

## Developer

- **New View Holdings:** Alan Hirschfield

## Consulting Team

- **Planning:** WW+P Architects and Planners (Michael Matthys)
- **Transportation:** R.J. Burnside (David Angelakis, Cindy Chung)
- **Landscape Architecture:** VTLA (Victoria Taylor, Bailey Austin-Macmillan)
- **Construction Manager:** Dalren Limited (Matt James)



## Table of Contents

|                                                 |   |
|-------------------------------------------------|---|
| 1.0 Introduction.....                           | 4 |
| 2.0 Meeting Overview .....                      | 5 |
| 3.0 Public Information Centre #1 Feedback ..... | 5 |
| 4.0 Public Information Centre #2 Feedback ..... | 6 |
| 5.0 Summary and Next Steps.....                 | 8 |

## 1.0 Introduction

The redevelopment of the former Queen Elizabeth School, located at 35 Barker Street in Picton, is an exciting opportunity to deliver much-needed affordable housing, a new community hub, and public parkland. The County faces a critical need for affordable housing and an acute shortage of affordable and attainable housing for its seniors and workforce, which is a key driver for the proposed redevelopment.

The project has continued to evolve through ongoing consultation with the community, County staff, and technical agencies. The second Public Information Centre (PIC) was held on July 16, 2026, the purpose was to present the refined proposal, provide an update on the project, and receive additional community feedback. This session followed two previous engagement events: the Stakeholder Design Charrette on August 25, 2025, and the first PIC on November 6, 2025. The second PIC was an 'open house'-style drop-in session that allowed residents to review a number of panel boards showing the updated site plan, architectural renderings, and landscape plans. Residents were also able to discuss the proposal directly with members of the project team.

This report summarizes the comments and questions received during the second Public Information Centre. The feedback will continue to inform the detailed design and review of the planning applications as they proceed through the municipal approvals process.



*Above: PIC Meeting #2, July 16, 2026.*

## 2.0 Meeting Overview

The second PIC for the Queen Elizabeth School redevelopment was held on July 16, 2026, from 5:00 p.m. to 7:00 p.m. at Picton Town Hall as a two-hour drop-in session.

Display boards illustrating the updated site plan, landscape concept, architectural design, and supporting technical information were available throughout the evening. Members of the consulting team, County staff, and the Developer were available to answer questions and discuss the proposal with attendees.

The session was attended by local residents, members of Council, County staff, technical experts from the applicant project team, local media, and other interested stakeholders.

Unlike previous engagement events, the PIC did not include a formal presentation. Feedback was collected through one-on-one discussions between attendees and members of the project team.

## 3.0 Public Information Centre #1 Feedback

The first PIC for the Queen Elizabeth School Redevelopment was held on November 6, 2025. An Engagement Feedback Summary Report, dated December 18, 2025, was prepared and is available on the County's website. Feedback received during the first PIC informed the continued refinement of the proposal presented at this Public Information Centre.

Key themes identified through the November 2025 PIC included:

- **Built Form and Compatibility:** Building height, massing, setbacks, buffering from adjacent properties, and neighbourhood integration.
- **Parking and Transportation:** Parking supply, active transportation, and neighbourhood traffic.
- **Environment and Sustainability:** Tree planting, stormwater management, renewable energy, and environmental studies.
- **Community Hub and Public Amenities:** Hub design, pedestrian connections, outdoor amenities, and trail connectivity.
- **Infrastructure and Site Servicing:** Drainage, servicing upgrades, Barker Street reconstruction, and existing site conditions.
- **Construction and Implementation:** Construction impacts, communication, project phasing, and next steps.



## 4.0 Public Information Centre #2 Feedback

The second PIC was held on July 16, 2026 at Picton Town Hall. Feedback received during the Public Information Centre reflected a range of perspectives on the proposed redevelopment. Participants provided comments and asked questions through informal discussions with members of the project team. The following summarizes the key themes that emerged during the event.

### Built Form & Site Design

Participants commented on the scale, architectural character, and siting of the proposed buildings. While some continued to express concerns regarding the overall scale of the development, others supported the refinements made since the previous PIC, including the reduced building footprints, increased greenspace, changes to brick building materials, and walk-up units along Barker Street and Elm Street.

Key themes:

- Conflicting comments on building scale, materiality and compatibility with the surrounding neighbourhood.
- Differing opinions on the location of the Senior's building. Some support locating it farther from the existing low-density neighbourhood, while others suggested locating it closer to the Community Hub to improve accessibility.

### Accessibility & Pedestrian Connections

Participants emphasized the importance of safe, direct, and accessible pedestrian connections throughout the site.

Key themes:

- Strengthen connections between the seniors' residence, Community Hub, community garden, and parkette.
- Reconsider the location of the community garden to improve safety and accessibility.

### Landscaping & Public Realm

Feedback focused on strengthening the landscape design and enhancing the public realm.

Key themes:

- Increase tree planting and include larger native canopy trees along Barker Street and adjacent to the buildings.
- Ensure adequate irrigation to support long-term tree health.
- Explore additional landscaping opportunities along Elm Street.
- Provide pedestrian-scale, dark-sky compliant lighting that balances safety with minimizing light pollution.

**Traffic, Parking & Circulation**

Participants discussed neighbourhood traffic, the extent of the proposed surface parking, and pedestrian safety.

Key themes:

- Clarify the timing of traffic data collection.
- Replace parking on Elm Street with landscaping to enhance the public realm.
- Ensure that the internal roadways function safely for residents, emergency vehicles, waste collection, and snow clearance.

**Infrastructure & Site Servicing**

Participants raised questions regarding existing site conditions and servicing requirements.

Key themes:

- Existing drainage and stormwater management conditions, including mentions of water pooling to the rear of the site near the proposed Senior's building and community garden.
- The future of the culvert and drainage swale at the end of Elm Street.
- Confirmation of whether the existing hydro poles on Barker Street will remain.
- Impacts of potential geotechnical conditions on the site and surrounding areas.

**Construction & Implementation**

Participants requested additional information regarding project schedule, construction timing and impacts, and ongoing communication.

Key themes:

- Need for more regular communication regarding project schedule and construction impacts to mitigate uncertainties. Residents would like the project completed quickly once approved.
- Potential construction impacts, such as vibration on adjacent century homes.
- Need for ongoing communication throughout the approvals and construction process.
- Maintaining the site during the transition of ownership, including improved site security and signage.

## 5.0 Summary and Next Steps

The second Public Information Centre provided an opportunity for residents and stakeholders to review the refined proposal, ask questions, and provide feedback prior to the first formal planning application submission. Comments received during the PIC have been reviewed by the Project Team and, where appropriate, have informed the proposal.

New View Holdings and the Project Team will now proceed with the first submission of the Zoning By-law Amendment and Site Plan Approval applications, together with the required supporting technical studies. Once the formal submission is made, the full package of submission materials will be made available on the County's website. Following the submission, the applications will proceed through the municipal review process, which includes receiving comments from relevant municipal departments and other commenting agencies. Design revisions may occur in response to these comments. Once the design has been sufficiently advanced and County Staff are comfortable with the proposal, a Statutory Public Meeting will be scheduled during a future Planning & Development Committee hosted by the Municipality of Prince Edward County. This will be an additional opportunity for the community to provide comments in front of staff and members of Council. Ultimately, for the development to proceed, County Council will need to pass a Zoning By-law Amendment to implement the permissions for the proposal, grant Site Plan Approval, and issue the necessary Building Permits.