



**TOWN OF PRESCOTT OFFICIAL PLAN**  
**OPA 6 - OFFICE CONSOLIDATION**  
**MAY 2018**

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# **INTRODUCTION TO THE OFFICIAL PLAN**

## **1.1 INTRODUCTION**

The Town of Prescott Official Plan (OP) is the cornerstone document essential for the management of future growth, development, and change in our municipality. The Official Plan provides the policy framework which will guide land use decisions within the Town's boundaries for the next 20 years. Because decisions which implement growth and development have long lasting impacts, it is important to ensure that each individual decision reflects community values as expressed in the Official Plan in order to help move Prescott towards becoming an even more livable community which is socially, economically, and environmentally sustainable.

The Town of Prescott Official Plan articulates a vision for the Town. It is not merely a compendium of ideas and wish lists. Plan policies focus on what is concrete and achievable in the next 20 years. Broad objectives such as "quality of life" and "community character" are meaningful only if translated into actions that are tangible and can be implemented.

As provincial law requires that a variety of Town actions must conform to the Official Plan, regular ongoing use of the Plan will be essential. The Plan is both general and long-range, building on past accomplishments while looking to the future as the Town continues to evolve and mature.

## **1.2 VISION AND GUIDING PRINCIPLES**

The policies in this Official Plan were developed on the basis of achieving a stated long term vision for the future of the municipality. The vision was inspired by the social, historical, and architectural heritage of the Town of Prescott. The vision statement is itself supported by a number of guiding principles which are at the heart of the policies found throughout this Official Plan and which will help guide future decisions.

Future development in the Town of Prescott must proceed in a manner which is in full conformity with the policies of this Official Plan. It is recognized that from time to time there will be land use or development proposals which may not appear to be in full conformity with one or more policies in this Official Plan. On such occasions it will be necessary to ensure that every land use decision can be reconciled with the long term vision and guiding principles of the Plan. Conformity to these guiding principles will serve as a starting point for the review of land use in order to ensure good planning decisions.

The following statement is intended to be the expression of Council's vision for the future of the Town of Prescott:

## **Our Vision**

The Town of Prescott is dedicated to being a welcoming, progressive, and active riverside community. We will, through the careful management of sustainable residential and economic growth, strive to achieve a sense of place respectful of our unique historical, cultural, and natural heritage where our citizens can enjoy an unparalleled quality of life.

## **Our Guiding Principles**

1. We will value and preserve our built heritage as we provide for appropriate development to generate residential, recreational, environmental and economic opportunities respectful of private and public property rights.
2. We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and a balanced mix of appropriate residential densities.
3. We will help maintain and increase the Town's employment base through clear and transparent land use policies which support the development of commercial, institutional and industrial opportunities.
4. We will strive to improve our downtown core while also protecting and enhancing its historical and cultural amenities.
5. We will protect and enhance our natural environment in a manner which is respectful of land owner concerns and recognizes the need for long term sustainability.
6. We will ensure appropriate development which will not pose a danger to public safety or health or result in negative property or environmental impacts.
7. We will ensure that effective infrastructure services will be provided in a cost efficient manner consistent with our asset management strategy, which recognizes development priorities and which ensures the protection of private property as well as our economic, cultural, and environmental heritage.

The principles which guide land use decisions over the life of this plan will be anchored in our Strategic Plan's stated values:

- integrity and accountability
- service excellence
- leadership and teamwork
- transparent communication; and
- commitment to growth.

### **1.3 PLANNING CONTEXT**

The Town of Prescott, with its eclectic mix of heritage buildings, established residential, commercial and industrial properties and an unparalleled range of recreational facilities as well as a burgeoning area of new residential and industrial development in the northern part of the Town, is well positioned to accommodate future growth.

The preservation of the Town's identity and heritage is a crucial element to the future of the municipality. Accordingly, community design is afforded significant importance in the development of the various policy sectors of this Plan.

#### **Land Use Pattern**

The land use pattern in Prescott is reflective of its small-town origins as a local-serving commercial and industrial service center with surrounding residential neighbourhoods. The Town's commercial focus remains in the Downtown area along the St. Lawrence River waterfront and along Edward Street which leads into Prescott from Highway 401. Some larger-scale commercial uses are beginning to locate along the Highway 401 corridor. Similarly, the Town has also seen increased interest in the development of lands north of Highway 401, including recent commercial and industrial initiatives on Industrial Drive.

Residential development in Prescott is primarily small-scale and compact and is based on a traditional grid network of streets, particularly south of the CN Railway line. North of the line, residential development is more recent and represents a more suburban form of curving streets and cul-de-sacs. Higher density residential development is generally located close to the commercial core of downtown.

While the majority of the land area immediately adjacent to the Town's boundaries in neighbouring municipalities is currently undeveloped, these lands are designated for future development. In Augusta Township, lands abutting the southwest Town boundary, south of Highway 401, are designated as a rural settlement area (Riverview Heights), primarily for residential development. This Plan anticipates limited extension of the Town's water and waste water piped services to facilitate limited development in Riverview Heights subject to a formal water and wastewater agreement approved by both Councils.

In Edwardsburgh/Cardinal to the east, the small hamlet of New Wexford and part of the Prescott Golf Club abut the Town limit south of the CN Railway line. North of the railway line, the remaining Township lands immediately abutting the Town Limit are designated for rural activities. Importantly, however, the partially developed Johnstown Industrial Park is located immediately east of the Prescott Golf Club and New Wexford, between the St. Lawrence River and Highway 401. The industrial park is designated as a Regionally Significant Employment Area and benefits from the provision of Town water and waste water services.

## **1.4 LEGISLATIVE CONTEXT**

The Official Plan is a policy document, it is not a by-law or a regulation. However, it is a legal document and the policies in this Plan have a basis in the Planning Act. Pursuant to Section 24(1) of the Planning Act, R.S.O. 1990, no public work shall be undertaken and no by-law shall be passed by a municipality for any purpose that does not conform to the intent and policies of this Official Plan. There is therefore a need for all decision making authorities to ensure that any by-laws, permits and authorizations they issue will conform to the intent and direction provided by the policies of this Official Plan.

The Planning Act requires that Prescott prepare and adopt an Official Plan which covers the full extent of its territory. The Planning Act also identifies matters of provincial interest which are further defined by the Provincial Policy Statement (PPS) 2014. The Town's Official Plan must be consistent with the policies in this Statement.

The Provincial Policy Statement includes definitions of numerous significant terms used in its policies. These definitions will apply to instances in this Plan where the same terms are used, for instance in reference to "development", "adjacent lands", or "sensitive land uses", among others. Where this Plan employs a different meaning for a term defined in the Provincial Policy Statement, this will be specifically identified in the text of the Plan.

This Official Plan was prepared by the Town of Prescott in partnership with the residents of the Town, its community organizations and the provincial government and its agencies. As such, the policies of the Official Plan represent a balance of interests and points of view.

The Official Plan was drafted, reviewed and adopted in conformity with the requirements of the Planning Act and the content of the Plan is consistent with the Provincial Policy Statement issued under Section 3 of the Planning Act which came into effect in 2014.

## **1.5 PLAN STRUCTURE**

Each section of the Official Plan includes a brief background statement to establish the context for policies in the section. This background information is followed by the Town's goals as they relate to a particular policy issue. Following the goals is a series of implementing policies that represent commitments to specific actions. These policies may refer to existing programs or call for the establishment of new ones.

In certain circumstances, Special Policy Areas are also established in order to provide further policy direction to address site-specific planning issues which affect the designated areas.

The policies also provide protection of the Town's resources by establishing planning requirements, programs, standards, and criteria for reviewing development proposals. The use of "should" or "would" in the policies indicates that a statement is advisory, not



binding, and that details will need to be resolved through the development review process.

## 2.0 LAND USE POLICIES

This chapter of the Official Plan constitutes the framework for land use planning in the Town of Prescott for the next 20 years. The land use framework provided for in the Plan is intended to achieve the community vision and primary plan principles outlined in Sections 1.7 and 1.8.

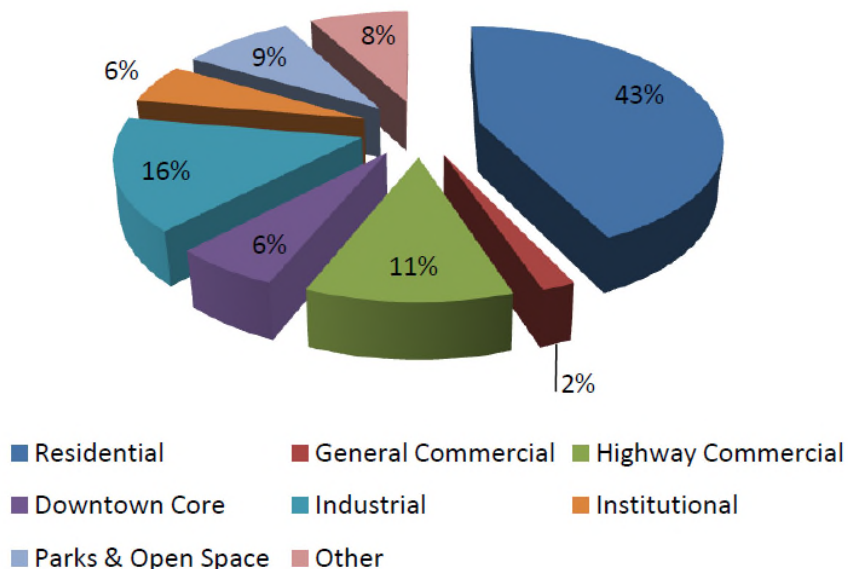
### 2.1 LAND USE DESIGNATIONS OVERVIEW

The Official Plan land use designations are intended to be broad enough to give the Town flexibility in implementing its policy, but clear enough to provide sufficient direction to implement the Plan. Each designation establishes a density/intensity standard. For residential development, density is expressed as housing units per net hectare, exclusive of public streets and other rights-of-way, drainage easements, public uses, and undevelopable land.

For non-residential development, a typical maximum permitted ratio of gross floor area to net site area (FAR) is specified. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation, and is calculated exclusive of area devoted to parking. It can be clearly translated to a limit on building bulk in the Zoning By-Law and is independent of the use occupying the building.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified by each designation. Conversely, higher density or intensity standards may also be permitted in order to achieve the intensification policies of this Plan and to ensure an adequate range of affordable housing types are available to meet the needs of residents, where the proposed development is, or can be made, compatible with surrounding uses. The implementing Zoning By-law shall contain more detailed provisions and standards which are consistent with the policies of this Official Plan.

The 2017 Official Plan distribution of land use designations is illustrated below:



## 2.1.1 Built Form

The Town of Prescott is fortunate to have an eclectic mix of buildings and building styles which span many generations. While it is recognized that achieving perfect harmony between new development and existing neighborhoods which were born over more than a century, there is nevertheless value in trying to maintain neighborhood character, a sense of place and safe and attractive public places. Accordingly the following general policies are intended to guide new development proposals:

1. Proposed developments shall enhance the image of the Town of Prescott by wherever possible complementing and contributing to:
  - the character of the area;
  - local landmarks;
  - the consistency and continuity of the area with its surroundings;
  - the edges of the area; and
  - linkages within, to and from the area.
2. Significant views and vistas of landmarks and features, such as the St Lawrence River, shall generally not be obstructed, dominated or marred by a proposed development or infrastructure undertaking.
3. The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting:
  - the placement of continuous horizontal features on the first two stories adjacent to the road;
  - the repetition of landscaping elements, such as trees, shrubs or paving modules; and
  - the use of familiar sized architectural elements such as doorways and windows.
4. The provision of furniture, stairs, walls and benches in public spaces that provide comfortable rest areas for pedestrians, provided such elements do not obstruct pedestrian movement shall generally be supported.
5. The retrofitting of buildings with barrier-free features shall not impede pedestrian movement.
6. The design of new development shall:
  - be complementary to adjacent development in terms of its overall massing, orientation and setback;
  - where possible shall provide links with pedestrian, cycling and road networks;

- maintain and enhance valued cultural and heritage resources and natural features and functions.

### **2.1.2 Residential**

Low density residential development at densities of up to 36 units per hectare (15 units per acre). Low density residential development typically includes single-family detached dwellings, semi-detached dwellings and duplexes. Typical lot sizes range from between 270 square metres (2,900 square feet) and 560 square metres (6,000 square feet).

Medium density residential development at densities up to 50 units per hectare (20 units per acre) which typically includes townhouses and other forms of ground-oriented multiple residential units.

High density residential development at densities of up to 100 units per hectare (40 units per acre) which includes apartment buildings.

The foregoing density provisions are not to be interpreted so as to limit garden suites and secondary dwelling units as permitted under Section 3.5 of this Plan.

This designation may also include small neighbourhood-serving commercial uses (corner stores), churches and small school and park sites. More intensive Institutional uses, such as the Town Hall/Library and arena, may also be permitted, provided that any new uses in established neighbourhoods are compatible, or can be made compatible, with existing development.

This designation encompasses approximately 209 hectares.

### **2.1.3 General Commercial**

Larger-scale and convenience-oriented retail and service commercial development intended to serve the community at intensities of up to 0.25 FAR. Such development is typically auto-oriented and requires larger land areas and location along a major street corridor, such as Edward Street. Land uses could include restaurants, grocery stores, general retail stores (furniture, hardware, videos, etc.), personal services, banks and financial services, gas stations, automotive services, and community services. Typical site areas measure about 1 hectare (2.48 acres) with floor areas less than 2,500 square metres (27,000 square feet). This designation encompasses approximately 9 hectares.

### **2.1.4 Highway Commercial**

Large-scale community, regional, and traveler-serving retail and commercial services. Such development requires large land areas and the road access and visibility provided by Highway 401. Typical site areas generally exceed 2 hectares (5 acres) with floor areas in excess of 2,500 square metres (27,000 square feet) and intensities of up to 0.5 FAR. Land uses could include large format retail (home improvement, furniture, department stores, discount goods), car dealerships, grocery stores, hotels, motels, gas

stations, etc. Smaller-scale retail and service commercial development that would be more appropriately located in lands designated General Commercial or Downtown Core are discouraged from locating in the Highway Commercial area, except as part of a larger commercial centre. This designation encompasses approximately 55 hectares.

### **2.1.5 Downtown Core**

This mixed use designation is intended to focus retail and commercial services and higher density residential development in Downtown Prescott. Although single-use commercial and/or residential development is permitted, typical development in this designation will generally include a mix of uses with retail and commercial services located on the ground floor, with the upper floors used for either commercial services (such as offices) or residential uses. Institutional and other public uses which primarily serve a community-wide or regional function are also permitted in order to attract employment and visitors to the Downtown Core.

Residential density in the Downtown Core should generally not exceed 100 units per hectare (40 units per acre). Non-residential intensity should generally not exceed 3.0 FAR. Individual non-residential establishments will typically not exceed 930 square metres (10,000 square feet). This designation encompasses approximately 29 hectares.

### **2.1.6 Employment Area**

This designation permits employment area uses such as manufacturing, warehousing, offices and associated retail and ancillary facilities, as well as a range of other typical business park uses. Development occurs at intensities of up to 0.5 FAR that typically requires large land areas (in excess of 2 hectares [5 acres]), good highway access, and generally within large enclosed buildings. Although most uses typically occur within enclosed buildings, some outdoor storage may be necessary. However, the general operations of such uses are typically not considered to have any significant negative offsite impacts, such as noise, odour, dust, vibration, etc. Employment Area development should be buffered and screened, as appropriate, from adjacent non-industrial land uses. This designation encompasses approximately 76 hectares.

### **2.1.7 Highway 401 Corridor**

This designation has been placed on the predominantly vacant lands located along the Highway 401 corridor. The permitted uses are a mixture of Employment Area and Highway Commercial uses, which are generally compatible with each other or can be made so, and which support goods movement along Highway 401 and/or which serve the travelling public and broader market area.

Typical lot sizes and intensity of development are comparable to those of the Employment Area and Highway Commercial designations. This designation encompasses approximately 152 hectares.

### **2.1.8 Institutional**

This designation reflects existing public facilities that comprise large areas in the community, including the Canadian Coast Guard site, Fort Wellington, South Grenville District High School, and the cemeteries. The open nature of these areas, and their proximity to parks and open space lands, means that the designated Institutional lands contribute significantly to the network of green space in the community. Smaller institutional lands in the community, such as the municipal offices, library, churches and elementary schools, are not designated as they are better incorporated with the predominant land use that surrounds them, such as Residential.

Typical institutional uses include schools, libraries, government offices, hospitals, and cemeteries, and are included as permitted uses in all land use designations, except Employment Area. Any new institutional uses which are to be located in established residential neighbourhoods or in the Downtown Core shall be, or made to be, compatible with existing development.

Maintenance facilities, such as the Public Works Yard, are typically located in industrial areas, and large - scale parks and recreation facilities are designated Parks and Open Space.

Building intensities in the Institutional designation should generally not exceed 0.25 FAR, but may be greater on smaller sites in other land use designations. This designation encompasses approximately 27 hectares.

### **2.1.9 Parks and Open Space**

Public and private recreation areas and facilities, as well as land to be maintained in its natural vegetative state or protected from development due to significant natural heritage features or environmental constraints. Land uses could include active and passive parks, community centres, other recreation facilities (pools, arenas, etc.), golf courses, nature and interpretive facilities, etc. The major Parks and Open Space areas in the Town are designated on the Official Plan Map; however, parks and open space uses are permitted in all land use designations, except Employment Area.

Building intensities should generally not exceed 0.1 FAR, but may be greater where uses such as a community centre or arena are not located in large park settings. This designation encompasses approximately 43 hectares.

### **2.1.10 Other**

The remaining 38 hectares (approximately), are undesignated and include major transportation infrastructure and facilities that are not owned or maintained by the Town, including Highway 401 and the CN Railway line. Uses on these lands include roads, rail lines, and related appurtenances such as sidings, bridges, weigh stations, signals, etc. The Town has no land use authority over these lands.

### **2.1.11 Land Use Schedules**

The land use framework of the Official Plan is illustrated by Schedule A: Official Plan Map — located in the back of the Plan — which is a graphic representation of the principles and policies of the Plan. The Official Plan Map designates the proposed general location, distribution, and extent of land uses. These designations specify a density range for housing and a building intensity range for each non-residential land use. These standards allow transportation and other public facility needs to be determined. The heart of the chapter is the guiding and implementing policies which are intended to set the land use framework into motion and to guide development in Prescott for the next 20 years.

The Official Plan Map is to be used and interpreted in conjunction with the text and other figures contained in the Official Plan. The legend of the Official Plan Map illustrates the land use designations described below.

## **2.2 RESIDENTIAL DEVELOPMENT**

Lands designated Residential in the Town provide for low-density housing and other complementary land uses, such as corner stores and small school and park sites that help create residential neighbourhoods. Higher density housing, such as apartments, is typically focused in the Downtown Core designation. Residential development in Prescott should reflect a diverse range of housing types that is affordable, safe, accessible, and meets the needs of the entire community. Residential lot creation in the Town will occur primarily through plan of subdivision, although limited lot creation by means of consent may be contemplated. The goals and policies for residential development in Prescott are outlined below.

### **2.2.1 GOALS**

1. Support a diverse range of housing types that meets the existing and future needs of the community.
2. Encourage a sufficient supply of housing that supports affordability and accessibility in the community.
3. Provide opportunities for small neighbourhood-serving commercial uses (corner stores), schools, and parks.
4. Ensure that new housing opportunities are compatible with surrounding land uses and protect the natural environment.
5. Encourage housing opportunities that are in proximity to work, shopping, and recreation to reduce the need to drive and encourage walking and bicycle use.
6. Encourage residential intensification in areas where existing land uses would not be adversely affected and where development can efficiently utilize existing municipal services and facilities. When taking into consideration the

current built form and the scarcity of greenfield development sites, the Town is targeting a modest 10% increase in density.

7. Ensure that new residential development expands into areas that are adjacent to the existing built-up areas and that such expansion areas are appropriate for development based on the availability of municipal services and environmental constraints.

### **2.2.2 POLICIES**

1. Maintain existing residential neighbourhoods primarily for lower density residential development to generally not exceed 36 units per hectare (15 units per acre) with typical lot sizes of between 270 square metres (2,900 square feet) and 560 square metres (6,000 square feet). Such development may include single-family detached, semi-detached and duplex dwellings.
2. Permit residential intensification in existing residential neighbourhoods, including town housing and other types of ground-oriented multiple residential development at a density to generally not exceed 50 units per hectare (20 units per acre), which maintains or enhances the surrounding area and which is compatible with respect to built form, scale, urban design, and streetscape. High density residential intensification projects should locate in the Downtown Core.
3. Permit a range of low, medium and high density residential uses in new residential areas to serve the various housing needs of residents, while maintaining an overall density and development pattern which is in keeping with the traditional residential neighbourhoods of the Town.
4. Permit a variety of other residential uses in residential neighbourhoods, such as assisted and special needs housing, seniors housing, and nursing homes, in order to meet the full range of community housing needs.
5. Permit small scale neighbourhood-serving commercial uses, such as corner stores; small-scale institutional uses, such as schools, parks, libraries, and municipal offices; home occupations; and other non-residential uses in residential neighbourhoods provided such uses are compatible with and complementary to the neighbourhood.
6. Ensure that all new residential development, including residential intensification in existing neighbourhoods, provides adequate off-street parking. Access points to such parking should be designed to minimize the potential conflict between pedestrian and vehicular traffic.
7. Ensure that all new residential development connects to existing neighbourhoods, as appropriate, by means of streets, sidewalks, walkways or bicycle paths, or open space that provide access to schools, parks, shopping, and work places, as a means of integrating new development into the Town fabric and encouraging walking and bicycle use. Such connections should also facilitate the safe separation of pedestrian and vehicular traffic. The



removal of any existing connection with surrounding neighbourhoods is strongly discouraged.

8. Protect new residential development that abuts potentially incompatible land uses, including Highway 401 and CN Railway line, and minimize the potential off-site impacts of these uses by buffering and screening the new development. Potential off-site impacts to be minimized could include noise, light, dust, and vibration. New residential development that abuts potentially incompatible land uses should comply with any Provincial policies and guidelines governing separation distances and other mitigation measures.
9. Provide public facilities, services, and other amenities within close proximity to residents that are of high quality so as to promote their use and enhance neighbourhoods.
10. Require that a stormwater management plan (SWP) be prepared in accordance with Ministry of the Environment and Climate Change guidelines and submitted with any application for a plan of subdivision.
11. Residential uses shall be zoned in an appropriate zoning category in the Zoning By-law.

### **2.2.3 RESIDENTIAL MIXED POLICY AREA**

#### **R-1: Hyde and Wood Streets**

The area along the north side of Hyde and Wood Streets, and backing onto the CN Railway line, is designated R-1 Special Policy Area on the Official Plan Map. This area includes scattered industrial buildings in what is otherwise a traditional low density residential neighbourhood. These buildings had originally been constructed because of the proximity of the rail line, and many of them are now under-utilized, vacant and/or obsolete.

The following special policies apply to this area:

1. Existing industrial buildings may be zoned as conforming uses in the implementing Zoning By-law. These buildings may be altered, expanded, replaced or occupied by new industrial uses, in conformity with the Zoning By-law. In such circumstances, careful attention shall be paid to minimizing potential adverse impacts on the adjacent residential uses through the development approval process.
2. Notwithstanding the foregoing, the R-1 designation is intended to encourage the redevelopment of these properties, including the adaptive re-use of existing buildings, to residential, commercial and institutional uses (including mixed-use buildings) which are more compatible with the adjacent residential uses. The permitted uses should be in accordance with the Downtown Core designation.

3. Redevelopment to a permitted non-industrial use shall require a Zoning By-law Amendment and be supported by a Record of Site Condition and any other applicable studies as required under Provincial regulations. Notwithstanding the generality of Policy 3.7.2.4, where the proposed redevelopment is to a sensitive land use, the Zoning By-law Amendment shall also be supported by a noise and vibration study. The Zoning By-law Amendment shall establish the appropriate uses and related performance standards for the proposed redevelopment.
4. Redevelopment to a permitted non-industrial use shall be subject to site plan control in accordance with the Site Plan Control By-law.

## **2.3 COMMERCIAL DEVELOPMENT**

Commercial development in the Town is important since it provides employment, the retail sale of goods and services to both residents and other businesses, and contributes to a diverse tax base. It also shapes the identity and image of the Town. Existing commercial development in Prescott occurs in three distinct areas, including in Downtown, along Edward Street, and in the area of the Highway 401/Edward Street interchange. Commercial development in these locations serve very different purposes and represent very different built forms. Commercial development in Prescott should continue to meet both local and regional needs while reducing the need for residents to travel outside the community for some goods and services. The goals and policies for commercial development in Prescott are outlined below. In addition to the “general” commercial policies in Subsection 2.4.2 below, commercial development in the Downtown Core is addressed in further detail in Section 2.5.

### **2.3.1 GOALS**

1. Support a diverse range of commercial uses that meet the existing and future needs of the community and reduces the need for residents to shop elsewhere.
2. Accommodate a range of commercial formats from smaller pedestrian-oriented stores in Downtown to large-format auto-oriented stores near Highway 401 for the purposes of economic development and remaining competitive with surrounding jurisdictions.
3. Enhance the form and character of each commercial area in the Town and work to create a distinct community identity for each.
4. Encourage commercial uses that are appropriate for, or would benefit from, a Downtown location to locate there.

## 2.3.2 POLICIES

### General

1. Provide sufficient commercially-designated land to meet the need for retail space and commercial services that can be supported by local residents, businesses and workers.
2. Permit a mix of land uses in commercial areas to encourage revitalization, create vital activity centers, strengthen neighbourhoods, expand local employment opportunities, and enhance the identity and image of the Town.
3. Ensure that commercial development reflects the intensity, use, built form, and character of the commercial designation within which it is to be located.
4. Ensure that all new commercial development, and commercial intensification in existing areas, provides adequate off-street parking. Access points to such parking should be designed to minimize the potential conflict between pedestrian and vehicular traffic. Except in relation to small neighbourhood serving commercial uses, access to commercial development from residential streets should be avoided.
5. Ensure that commercial development is accessible to pedestrians and vehicles and includes amenities for each, as appropriate. Pedestrian movement between commercial establishments shall be considered and encouraged.
6. Encourage the even distribution of small neighbourhood-serving commercial uses, such as corner stores, across the Town to reduce the need to drive and encourage walking and bicycle use.
7. Encourage local-serving professional and administrative offices to locate in the General Commercial and Downtown Core areas.
8. Encourage new commercial development in the Town's commercial areas by:
  - Designating key intersections on commercial streets in future zoning for more intense development that will establish distinct activity nodes;
  - Encouraging new development to locate parking at the side or rear of a property so as to reduce negative visual impacts;
  - Encouraging new development to locate buildings at or near the street to create a sense of enclosure consistent with pedestrian scale and compact urban form;
  - Requiring pedestrian and bicycle access to and through development, including street-orientation of new development;
  - Requiring new development to minimize driveways to improve pedestrian safety and vehicular flow;
  - Considering improvement of the aesthetic environment, a process which could

- include preparation of commercial design guidelines, underground utilities, preparation of a unified public/private lighting plan, landscaping, and other pedestrian amenities;
  - Encouraging compatible development on adjacent side streets; and
  - Using public projects and/or public-private partnerships to stimulate private development.
9. Consider the preparation of design guidelines for commercial development outside the Downtown Core, much like those included in the Downtown Design and Guidelines. These guidelines could address:
- Building mass, scale, and roof treatment;
  - Facade treatment, including cladding, colour, fenestration, transparency, articulation, doorways and entries, overhangs and awnings, etc.;
  - Streetscape design, including paving, landscaping, lighting, furniture, pedestrian amenities, etc.;
  - Outdoor pedestrian space;
  - Screening and fencing;
  - Signage;
  - District gateways and entry features; and
  - Parking lots, including landscaping, screening, and lighting.
10. Minimize the potential off-site impacts of new commercial development on adjacent residential neighbourhoods by buffering and screening new development. Potential off-site impacts to be minimized could include noise and light.
11. Require site plan approval for all new commercial development in the Town, including the preparation of a stormwater management plan in accordance with Ministry of the Environment and Climate Change guidelines for larger scale development.
12. Require that land uses in the Commercial designations be zoned in an appropriate zone category in the Zoning By-law.

#### **General Commercial**

13. Focus medium format retail and service commercial development intended to serve the community in the General Commercial designation. Such development should generally not exceed a building intensity of 0.25 to 0.35 FAR, and will typically have a floor area of less than 2,500 square metres (27,000 square feet) and a site area of about 1 hectare (2.47 acres).

14. Permit a diverse range of land uses, including: general retail stores (furniture, hardware, videos, etc.); personal services; professional offices; entertainment; restaurants; grocery stores; banks and financial services; gas stations; automotive services; commercial lodging; and community services. Some outdoor storage may be permitted.

### **Highway Commercial**

15. Focus large format retail and service commercial development intended to serve the community, region, and traveling public in the Highway Commercial designation. Such development should generally have a floor area in excess of 2,500 square metres (27,000 square feet) and a site area of about 2 hectares (5 acres).
16. Permit a diverse range of land uses, including: shopping centres, big box stores and general retail stores (home improvement, furniture, department stores, electronics, discount goods); restaurants, entertainment; grocery stores; commercial lodging; automotive sales and services; and gas stations. Some outdoor storage may be permitted. Smaller-scale retail and service commercial uses complement or are an integral part of a large Highway Commercial development are also permitted.
17. Consider recognizing the Highway Commercial designation as an important commercial gateway to Prescott by establishing a clear identity for the area by means of entry features, streetscape, signage, lighting, landscaping, and architecture.
18. Work with the Ontario Ministry of Transportation to ensure that implementation of the Highway Commercial policies of this Plan maintain the operating viability of the Highway 401 corridor and interchange at Edward Street, and support the controls exercised by the Ministry. Planning decisions on Highway Commercial lands relating to land use, access in interchange areas, traffic, stormwater management, structures and signage, lighting, buffering, and screening require Ministry approvals and permits under the Public Transportation and Highway Improvement Act.

## **2.5 DOWNTOWN CORE**

As noted in Section 1.8 of the Official Plan, one of the seven Guiding Principles is to recognize the importance of a healthy and vibrant downtown. As such, the Plan identifies the Downtown Core as an important and desirable location for new commercial and residential activities and a primary economic generator in the community. Downtown provides a place to work, live and shop in Prescott. It is one of the primary contributors to the identity and image of the Town. By mixing land uses and re-using heritage quality buildings in the downtown, the area will continue to reflect Prescott's high quality of life. The goals and policies for downtown development in Prescott are outlined below.

## 2.5.1 GOALS

1. Focus appropriate new commercial and residential development in the Downtown Core.
2. Support a diverse mix of pedestrian-oriented commercial, residential, and public uses that meet the existing and future needs of the community and that encourage a healthy and vibrant Downtown.
3. Support the preservation and adaptive re-use of existing heritage buildings in the downtown, while encouraging appropriate intensification.
4. Encourage tourism and cultural uses in the downtown, based on the proximity of historic Fort Wellington and the waterfront.
5. Maintain existing waterfront access and consider new opportunities to enhance public access to the waterfront area and strengthen the link between it and the Downtown Core.

## 2.5.2 POLICIES

### General

1. Preserve and integrate the heritage resources of the Downtown Core as a means of maintaining and enhancing its historical context and established character.
2. Focus small format retail and service commercial development intended to serve the community, the region, and the traveling public in the Downtown Core designation. Individual establishments typically have a floor area of less than 930 square metres (10,000 square feet). Such development should be strictly pedestrian-oriented.
3. Focus higher density multi-family residential development in the Downtown Core as a means of strengthening the live/work relationship, enhancing the local market for convenience and service goods, and ensuring that the Downtown Core is a vibrant district after business hours. Residential density in the Downtown Core should generally not exceed 100 units per hectare (40 units per acre).
4. Permit new buildings in the Downtown Core of between 2 stories and 4 stories. It is recognized that some flexibility in building height may be necessary to accommodate mixed-use buildings with varying floor heights.
5. Permit a diverse range of land uses, including: residential uses at a range of densities, general retail stores (furniture, hardware, videos, etc.); specialty retail stores; personal services; professional and public service offices; arts and entertainment (galleries, performing arts centers, theatres, museums, etc.); restaurants and sidewalk patios; grocery stores; banks and financial

services; commercial lodging; tourism-related services; convention services; and civic and institutional services (libraries, parks, open space, schools, etc.). Buildings may be single- or mixed-use.

6. Permit limited additions to existing buildings with heritage value as a means of encouraging their adaptive re-use, provided such additions are architecturally compatible with the existing building and are sensitive to, and support, the historic nature of the Downtown Core.

### **Mixing Uses**

7. Encourage the development of mixed- use buildings in the Downtown Core, although single- use buildings are permitted. The use of upper floors for residential purposes in existing buildings is also encouraged. Reconfiguration and/or rehabilitation of upper floors in some existing buildings may be necessary.
8. Professional office and other non-retail uses are encouraged to locate on upper floors so as to preserve the ground floor for pedestrian-oriented retail and personal service uses. The use of ground floor for residential purposes may be considered primarily, but not exclusively, in areas outside the predominantly commercial sections of King and Edward Streets.
9. Consider density incentives to encourage residential intensification in the Downtown Core. Reconfiguration and/or rehabilitation of upper floors in some existing buildings may be necessary. Refer to Subsection 5.2.2 regarding density incentives.
10. Encourage the integration of all uses in the Downtown Core, including residential, to ensure easy access for those living, working, shopping and visiting in order to promote the area as a vibrant “people place”.

### **Downtown Design and Guidelines**

11. Require that new development in the Downtown Core be of high quality design and support the image of the area as an enjoyable, safe, and pedestrian-oriented place of historical significance.
12. Support the priority projects recommended in the Downtown Design and Guidelines report, as revised from time to time, including the Façade Improvement Program, Market Square, and Waterfront Park.
13. Apply the guidelines in the Downtown Design and Guidelines report to evaluate all applications for new development in the Downtown Core to ensure that it is sensitive to, and supports, the historic nature of the Downtown Core and that it adheres to the vision for the Downtown Core established by the community as part of the Official Plan process. These guidelines relate to:

- Historic buildings on King Street;
  - New commercial construction and remodeling of existing buildings on King Street;
  - Streetscape improvement;
  - Commercial signage;
  - Parking facilities; and
  - Waterfront park design.
14. Integrate, as appropriate, the guidelines of the Downtown Design and Guidelines report as regulations in the new Zoning By-law to be updated to implement this Official Plan. Some guidelines may easily be expressed in the zoning regulations as required standards, while others may remain as supportive direction for the purpose of providing additional flexibility.

### **Tourism and Culture**

15. Continue to recognize the Downtown Core as the Town's focal point for public gatherings, festive and civic occasions, cultural events, tourism, and social interaction.
16. Support the development of tourism-related uses and activities in the Downtown Core to support local business and create a healthy and vibrant area.
17. Continue to encourage tourism and culture in the Town by supporting existing festivals and events, and by encouraging new festivals and events that will attract visitors to the Downtown Core.

### **Waterfront**

18. Promote the waterfront as an important part of the Downtown Core and as a contributor to the economic success of downtown businesses.
19. Maintain existing and consider new opportunities to enhance public access to the waterfront area and strengthen the link between it and Downtown Core by means of visual and physical connections, signage, etc.

### **Other**

20. Review the status of Town-owned properties in the Downtown Core periodically to determine if there is potential for development to enhance the function of the area.
21. Consider alternative means of ensuring that all new development in the Downtown Core provides adequate off-street parking, such as shared parking, public parking in private facilities, remote parking, etc. It is important that vehicle access and parking in the Downtown Core be carefully balanced with the provision of good pedestrian-oriented access and amenity.



22. Require that land uses in the Downtown Core designation be zoned in an appropriate zone category in the Zoning By-law.

## **2.6 EMPLOYMENT AREA**

As with commercial activity, industrial development in the Town provides employment and contributes to a diverse tax base. Prescott was founded as an industrial town with the manufacture and shipping of various commodities. The Town's location at the interchange of Highways 401 and 416 and the bridge to the United States make it an ideal industrial address.

Existing industrial development in Prescott is located primarily north of the CN Railway line, west of Edward Street. This area, including adjacent vacant land, is designated Employment Area to protect the traditional industrial base of the Town and to allow it to grow. The Employment Area designation is intended to function in concert with the Highway 401 Corridor lands and the Johnstown Industrial Park (Regionally Significant Employment Area) as a significant contributor to the long term economic development of Prescott.

Since industrial uses have the potential to generate significant impacts on adjacent land uses, such development must be carefully located and designed. The goals and policies for the Employment Area lands are outlined below.

### **2.6.1 GOALS**

1. Support a diverse range of employment uses that meet local and regional service needs, create employment, maximize the use of the land, encourage revitalization of existing industrial areas, and allow the Town to remain competitive with surrounding jurisdictions.
2. Provide for a range of Employment Area uses including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities at locations that are suitable to the nature and scale of the use and their proximity to sensitive land uses.
3. Encourage Employment Area uses that are located with like uses, are carefully designed to minimize off-site impacts, and are adequately serviced by infrastructure.
4. Ensure the compatibility of Employment Area uses with adjacent neighbourhoods, while permitting such development the opportunity to expand as needed.
5. Prevent Employment Area uses from detracting from the image and character of the Town.

## 2.6.2 POLICIES

1. Provide sufficient Employment Area land to accommodate an appropriate range of employment and economic development opportunities that can be supported by local residents, businesses and workers.
2. Permit a diverse range of Employment Area uses , including: warehousing and storage; freight forwarding; manufacturing, assembly, and processing; research and development; communications; utilities; transportation; printing and publishing; construction and building supply; and business offices.
3. Associated retail and ancillary uses such as factory outlets, recreation establishments, health and fitness centres, and businesses that support the employment base are also permitted; however, these are encouraged to locate in the General Commercial area on Edward Street where they are not an integral part of the principal Employment Area use. An accessory dwelling for the owner or operator of such uses (caretaker residence) may also be permitted, where compatible.
4. Require heavy industrial uses to locate where land use compatibility can be achieved through separation distances and implementation of appropriate mitigation.
5. Recognize that, while most Employment Area uses will typically occur within enclosed buildings, some outdoor operations and storage may be necessary.
6. Ensure that adequate off-street parking is provided. Access points to such parking should be designed to minimize the potential conflict between pedestrian and vehicular traffic. Access to the Employment Area lands from residential streets is prohibited.
7. Ensure compatibility between Employment Area uses and surrounding neighbourhoods by establishing setbacks in accordance with Ministry of the Environment and Climate Change land use compatibility guidelines (i.e. Guideline D-6: Compatibility Between industrial Facilities and Sensitive Land Uses), landscape and screening, performance requirements, and other means of reducing or eliminating the potential for adverse offsite effects.
8. Consider the preparation of design guidelines for industrial development. These guidelines could address:
  - Building mass and scale;
  - Facade treatment , including cladding, articulation, doorways and entries, etc.;
  - Streetscape design;
  - Outdoor eating areas;

- Landscaping, screening, and fencing;
  - Signage;
  - District gateways, entry features; and
  - Parking and loading, including landscaping, screening, and lighting.
9. Require site plan approval for all new Employment Area development in the Town, including the preparation of a stormwater management plan in accordance with Ministry of the Environment and Climate Change guidelines, for larger scale development.
  10. Maintain an adequate supply of lands designated Employment Area, and only permit the conversion of lands to other uses at the time of a comprehensive review where it has been demonstrated that the lands are not required over the long term and that there is a need for the conversion.
  11. Require that land uses in the Employment Area designation be zoned in an appropriate zone category in the Zoning By-law.

## **2.7 INSTITUTIONAL DEVELOPMENT**

Typical institutional uses include schools, libraries, government offices, hospitals, and cemeteries. In Prescott, significant institutional uses include the Canadian Coast Guard, Fort Wellington, South Grenville District High School, the OPP detachment, and the cemeteries. In the case of the Coast Guard and the high school, these uses are also significant employers. In the case of Fort Wellington, this use represents a significant tourist attraction and economic generator.

The open nature of most of these uses, particularly Fort Wellington and the cemeteries, also means that they contribute significantly to the network of green space in the community. Institutional uses typically make a positive contribution to the community; however, it is important recognize the need to carefully integrate such uses with the surrounding neighbourhood while minimizing any potential adverse impacts on residential development. The goals and policies for Institutional development in Prescott are outlined below.

### **2.7.1 GOALS**

1. Support institutional development that meets local and regional service needs, complements the aesthetic of the surrounding neighbourhood, and contributes to the Town's image and role as a regional administrative centre.
2. Ensure the compatibility of institutional development with surrounding neighbourhoods and encourage its integration, as appropriate, with the existing street and open space network.

## 2.7.2 POLICIES

1. Permit a diverse range of land uses in the e Institutional areas, including: schools and other educational facilities; government offices; civic facilities, such as libraries and auditoriums; museums and other cultural facilities; hospitals; day care; and cemeteries. Parks and recreation facilities are designated Parks and Open Space (see Section 2.8 below). Buildings will typically be single-use.
2. Ensure that all new institutional development connects to existing neighbourhoods, as appropriate, by means of streets, sidewalks, walkways and/ or bicycle paths, or open space as a means of integrating new development into the Town fabric and of encouraging walking and bicycle use. Such connections should also facilitate the safe separation of pedestrian and vehicular traffic. The removal of any existing connection with surrounding neighbourhoods is strongly discouraged.
3. Encourage new institutional development to contribute to the network of green space in the community, as appropriate, by providing accessible open space and/or civic space onsite or linkages to nearby open space.
4. Minimize the potential off-site impacts of new institutional development on adjacent
5. Residential neighbourhoods by buffering and screening new development. Potential off- site impacts to be minimized could include noise and light.
6. Ensure that all new institutional development, and institutional intensification, provides adequate off-street parking. Access points to such parking should be designed to minimize the potential conflict between pedestrian and vehicular traffic. Access to institutional development from residential streets should be avoided, to the extent possible.
7. Work closely with the Upper Canada District School Board and the Catholic District School Board of Eastern Ontario in determining the need and location of future educational facilities. Where residential development applications could significantly affect current or future educational needs, these boards will be consulted.
8. Require site plan approval for all new institutional development in the Town, including the preparation of a stormwater management plan in accordance with Ministry of the Environment and Climate Change guidelines, for larger scale development.
9. Institutional uses are permitted in all land use designations, except the Employment Area designation, without an amendment to this Plan. In such circumstances, the applicable foregoing policies shall apply.
10. Require that Institutional uses be zoned in an appropriate zone category in the Zoning By-law.

## **2.8 PARKS AND OPEN SPACE**

Parks and Open Space lands in the Town have a significant impact on defining Prescott's urban form by providing a sense of openness, particularly on the eastside with the integration of Fort Wellington, Prescott Golf Club, and the open land on the waterfront across King Street East (County Road 2). Such lands include public and private recreation areas and facilities as well as land held in its natural vegetative state or protected from development, and are an important component in the Town's urban natural heritage system. The goals and policies for Parks and Open Space development in Prescott are outlined below.

### **2.8.1 GOALS**

1. Recognize Parks and Open Space lands as valuable resources that define the identity and image of Prescott and contribute to the quality of life for Town residents.
2. Protect significant natural heritage features and areas in the Town that may be identified through the development review process.
3. Recognize that the existing parks and open space lands within the built-up areas contribute to the Town's natural heritage system, and work toward the creation of an interconnected network of green spaces comprised of park and open space features.
4. Enhance access to park and open space features, including shoreline and waterfront areas, for residents and visitors.

### **2.8.2 POLICIES**

1. Permit a range of land uses in park and open space areas, including: community centres; indoor/outdoor sports fields, courts, pools, and arenas; playgrounds; golf courses; marinas and docks; environmental education/interpretive centers; nature preserves; trails; and necessary utilities.
2. Recognize that waterfront parks and greenspace are a community priority and that the Town should seek to continuously improve and enhance these spaces as funding permits.
3. Ensure that development within existing parks and recreational areas are consistent with the Town's Parks and Recreation Master Plan.
4. Provide an adequate supply and equitable distribution of Parks and Open Space land, and support a wide range of recreation and leisure opportunities throughout the Town.

5. Identify and secure connections between new and existing parkland and new residential neighbourhoods during the development approval process. The provision for these
6. Connections will be included in the design of new parkland. Such connections may be made by means of sidewalks, walkways or bicycle paths, or open space.
7. Encourage the joint use of Parks and Open Space land with other agencies, such as the Upper Canada District School Board, Eastern Ontario Catholic School Board, Parks Canada, Canada Coast Guard, and the United Counties of Leeds and Grenville.
8. Encourage the co-location of future school and park sites, particularly for active recreational uses, as a means of maximizing the use of land and reducing the potential for duplication of services.
9. Consider acquisition, or alternative means of maintaining existing parkland levels, if a school property is declared surplus for educational purposes.
10. Consider acquisition, or integration by means of access easement, of utility corridors such as railway rights-of-ways and hydro rights-of-ways for the purposes of expanding the Town's pedestrian and bicycle network. In cases where such corridors are abandoned, reuse them for park and open space purposes that are compatible with and preserve the linear characteristics of such corridors.
11. Work with other levels of government, agencies and neighbouring municipalities to coordinate strategies and funding opportunities to acquire and preserve parks, open space areas, and significant natural heritage features, as part of the efforts in establishing a network of trails and an urban natural heritage system.
12. Require site plan approval for all new park and open space development in the Town, including the preparation of a stormwater management plan for larger scale development.
13. Parks and Open Space uses are permitted in all land use designations, except the Employment Area designation, without an amendment to this Plan. In such circumstances, the applicable foregoing policies shall apply.
14. Require that Parks and Open Space uses be zoned in an appropriate zone category in the Zoning By-law.

## **2.9 HIGHWAY 401 CORRIDOR**

The Highway 401 Corridor designation is placed on the predominantly vacant lands along Highway 401. This area is strategically located to accommodate uses that not only serve the transportation industry and travelling public but also the broader regional market area. It also provides an important opportunity to define Prescott as a

prosperous community by establishing a broad range of uses and by requiring a high standard of building and site design along the largely vacant corridor. The goals and policies for development in the Highway 401 Corridor are outlined below.

### **2.9.1 Goals**

1. Further diversify the Town's economic base and provide employment opportunities for the Town's residents.
2. Enhance the image of the Town as a successful, prosperous community by ensuring that future development exhibits a high standard of building and site design.

### **2.9.1 Policies**

1. Permit a diverse mix of Employment Area and Highway Commercial uses that are focused on serving the transportation industry and travelling public, and also the broader regional market area.
2. Consider recognizing both the Highway 401 Corridor and the Highway Commercial designations as an important gateway to Prescott by establishing a clear identity for the area by means of entry features, streetscape, signage, lighting, landscaping, and architecture.
3. Consider treating Highway 401 as the lot frontage in terms of site planning considerations, including: building orientation and facade treatment, loading and storage; and parking.
4. Ensure that all new development provides adequate off-street parking. Access points to such parking should be designed to minimize the potential conflict between pedestrian and vehicular traffic.
5. Ensure compatibility between Employment Area and Highway Commercial uses, and with adjacent residential neighbourhoods by establishing setbacks in accordance with Ministry of the Environment and Climate Change land use compatibility guidelines (i.e. Guideline D- 6: Compatibility Between Industrial Facilities and Sensitive Land Uses), landscape and screening, performance requirements, and other means of reducing or eliminating the potential for adverse offsite effects.
6. Consult early with the Ontario Ministry of Transportation on all Highway Commercial policies and development proposals to maintain the operating viability of the Highway 401 corridor and interchange at Edward Street by supporting the controls required by the Ministry. Planning decisions on Highway Commercial lands within the Ministry of Transportation permit control areas must be consistent with Ministry requirements in order for the development to obtain necessary permits. The Ministry of Transportation requires all necessary studies to be completed as a condition of permits and can include, but are not limited to: traffic impact studies, stormwater management studies, photometric plans, geotechnical studies and environmental assessments. All developments that have frontage on Ministry controlled roads must also conform to the Ministry's setback requirements.

7. Require site plan approval for all new development in the Highway 401 Corridor designation, including the preparation of a stormwater management plan in accordance with Ministry of the Environment and Climate Change guidelines, for larger scale development.
8. Require that new uses be zoned in an appropriate zone category in the Zoning By-law.



### **3.0 GENERAL DEVELOPMENT**

This Part of the Official Plan addresses a number of policy issues that relate to the use of land across Prescott, and not just to a specific land use designation outlined in Part 2.0. Such issues include economic development, environmental and natural heritage management, waterfront development, cultural heritage conservation and preservation, housing, community improvement, transportation corridors, energy conservation, air quality, climate change, and jurisdictional coordination. These policies are intended to be used in conjunction with the land use policies in Part 2.0, and with the other policies of this Plan.

#### **3.1 ECONOMIC DEVELOPMENT**

Economic development has always been an important consideration in Prescott. With respect to planning, economic development is a recurring theme in this Official Plan.

##### **3.1.1 GOALS**

1. Continue the commitment to local economic development in Prescott by supporting industry, commerce, and tourism in the Town, at locations that are appropriate and in keeping with the land use policies of this Plan.
2. Focus downtown economic development efforts in a manner which is consistent with the Plan's Guiding Principles.

##### **3.1.2 POLICIES**

1. Continue to support the development of tourism in Prescott by encouraging a wide range of tourism-related services and activities, including:
  - Commercial lodging, including hotels, motels, and bed and breakfasts;
  - Dining and food-related uses, including restaurants and pubs, cafes, specialty food stores, etc.;
  - Family entertainment uses, including theatres, virtual reality arcades, multi-media shopping, children's museums, etc.;
  - Adventure- and sport-related services and activities for divers, cyclists, golfers, boaters, etc.; and
  - Using existing recreational facilities as tourist amenities.
2. Continue to encourage tourism by supporting existing festivals and events, and by encouraging new festivals and events that will attract visitors to the Town.
3. Promote the Downtown and waterfront as the focal points for public gatherings, festive and civic occasions, cultural events, tourism, and social interaction.

4. Support the priority projects recommended for the Downtown Core in the Downtown Design and Guidelines report, including the Façade Improvement Program, Market Square, and Riverwalk Park. These projects will contribute significantly to local economic development efforts in the Town.
5. Ensure that the location of tourism-related services and activities is clearly indicated by means of street signage, maps, and local tourism publications.
6. Provide sufficient commercial and industrial land to meet the need for commercial and industrial space and services that can be supported by local and regional residents, businesses, workers, and visitors, and that serve the transportation industry and travelling public that use Highway 401.
7. Continue to protect the social and environmental well-being of the community in the pursuit of economic development efforts.
8. Work with the South Grenville Chamber of Commerce, Prescott BIA, United Counties of Leeds and Grenville, the St Lawrence Corridor Economic Development Commission, neighbouring municipalities, and provincial agencies on local and regional economic development and tourism initiatives that benefit the Town.

## **3.2 ENVIRONMENTAL AND NATURAL HERITAGE MANAGEMENT**

The quality of life in any community is directly related to the quality of the natural environment and the feeling of safety and well-being its residents feel. It is recognized in this Official Plan that the natural environment is a resource that must be carefully managed to preserve its quality and contribution to the image and identity of the community. It also recognizes that residents need to be protected from certain environmental hazards.

### **3.2.1 GOALS**

1. Recognize the natural environment as a community resource that must be preserved and considered in all land use planning decisions.
2. Protect residents from potential natural and built environmental hazards.
3. Promote development that is environmentally sustainable.

### **3.2.2 POLICIES**

#### **Environmental Impact**

1. Ensure that potential environmental impacts resulting from proposed development are appropriately evaluated and considered during the development application process. Any adverse impacts deemed excessive will be addressed by the applicant prior to any approval by the Town. To this end, an Environmental Impact Statement may be required in support of a development application, as identified in the following policies.

## **Land Use Compatibility**

2. Prevent land use conflicts by ensuring that uses in the Town are compatible with those on abutting properties by establishing setbacks in accordance with Ministry of the Environment and Climate Change land use compatibility guidelines (i.e. Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses an), landscape and screening, performance requirements, and other means of reducing or eliminating the potential for adverse offsite effects.

## **Contaminated Sites**

3. Encourage the rehabilitation and redevelopment, as appropriate, of any potentially contaminated site having the potential for adverse effects on humans and/or the natural environment.
4. Require that a study into the decommissioning and clean-up of a site identified as being potentially contaminated be prepared and submitted with any application for proposed development on such identified sites. The study shall be in accordance with the Record of Site Condition Regulation (O. Reg. 153/04) and with the Ministry of Environment guideline Record of Site Condition – A Guide on Assessment, the Cleanup of Brownfield Sites and the Filing of Records of Site Condition dated October 2004.
5. Require that further technical studies be undertaken where a study completed per Policy 3.2.2.4 above finds reasonable evidence to suggest the presence of contamination. Further technical studies are necessary to:
  - Identify the nature and extent of contamination;
  - Determine potential human health and safety concerns as well as effects on ecological health and the natural environment;
  - Demonstrate that the site can be rehabilitated to meet Provincial standards; and
  - Establish procedures for site rehabilitation and mitigation of the contamination in accordance with the Record of Site Condition Regulation (O. Reg. 153/04) and with the Ministry of Environment guideline Record of Site Condition – A Guide on Assessment, the Cleanup of Brownfield Sites and the Filing of Records of Site Condition.
6. As a condition of approval, the municipality will require that remediation, where required, is undertaken to appropriate standards of the MOECC, as specified in Ontario Regulation 153/04 and in the guideline Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act, or other regulatory requirements of the MOECC, as amended from time to time. Clean-up and rehabilitation shall be in accordance with the

Ministry of Environment guideline Record of Site Condition – A Guide on Assessment, the Cleanup of Brownfield Sites and the Filing of Records of Site Condition.

### **St. Lawrence River Hazards**

7. Require that a study to determine whether a proposed development along the waterfront south of King Street is located within the 100 year flood level which has been established as 75.6 metres above sea level. . The purpose of the study will be to determine whether the associated hazards of flooding, wave uprush and dynamic beach are present and to ensure that no development will be undertaken within the floodplain and that potential impacts on development adjacent to the floodplain are appropriately mitigated..

### **Significant Natural Heritage Features**

8. Recognize that, while the Town does not have significant natural heritage features such as provincially significant wetlands or coastal wetlands, areas of natural and scientific interest (ANSIs), significant valleylands or significant woodlands, there are natural areas where an appropriate level of environmental review is required prior to the approval of new development. These areas include, but are not limited to: the St. Lawrence River and shoreline, the undeveloped Residential lands along the eastern Town boundary, and the undeveloped Highway 401 Corridor lands. (Also see Policy 4.2.2.9, Source Protection.) In the event that any provincially significant wetlands, ANSIs, significant valleylands or significant woodlands are identified in the future, such features shall be added to the Official Plan Map through an amendment to this Plan.
9. Require that development applications in natural areas, including adjacent lands, be supported by an Environmental Impact Statement to determine the environmental value associated with the site, as well as appropriate mitigation measures to protect any valued features. Such review shall be completed in accordance with the Environmental Impact Statement policies of this Plan. For the purpose of this Plan, adjacent lands are those lands lying within 120 metres of the natural areas.
10. Ensure that development or site alteration does not occur in areas of significant wildlife habitat unless it has been demonstrated that there will not be negative impacts on the natural features or their ecological functions.
11. Ensure that no development will be permitted in significant habitat for endangered and threatened species. While endangered and threatened species habitat is not identified on the Official Plan Map, endangered and threatened species habitat may exist, particularly in relation to natural areas. Generally, the requirement for an Environmental Impact Statement, as may be triggered by the policies of this Plan, will be used to identify the presence

of endangered and threatened species. In addition, the Town encourages all property owners to consult with the Ministry of Natural Resources and Forestry for information regarding the Endangered Species Act.

12. Ensure that no development will be permitted in areas of fish habitat or on lands adjacent to fish habitat, except in accordance with provincial and federal requirements. For the purpose of this Plan, adjacent lands are those lands lying within 120 metres of the fish habitat. The extent of fish habitat shall be determined in consultation with the appropriate government agency.
13. Council recognizes the importance of the identification and maintenance of a natural heritage system and will commit to inclusion of a designated natural heritage system in the next comprehensive review of this Plan . Until then Council will seek opportunities to create natural linkages and corridors at the time of development review, as well as promote the maintenance, restoration or improvement of existing connectivity and linkages.
14. Encourage property owners and other public agencies to enter into voluntary agreements regarding the protection of natural features.

### **Environmental Impact Statements**

15. Ensure that the preparation of an Environmental Impact Statement (EIS ), where required by the policies of this Plan or where the development approval process identifies the need for one, be completed by a qualified professional at the expense of the applicant. The nature and scale of the proposed development, its physical location relative to the natural feature(s) and the contextual environment (i.e. built versus natural) in which it is to occur are important considerations in the context of establishing the appropriate level of study to be undertaken. Accordingly, any required Environmental Impact Statement shall generally be scoped, in consultation with the Ministry of Natural Resources and Forestry and/or Conservation Authority, to suit the particular circumstances prior to being undertaken.
16. Require a full environmental impact study, in consultation with the Ministry of Natural Resources and Forestry and/or Conservation Authority, where dictated by the type and size of the proposed development and the potential significance of the natural heritage feature(s) that may be impacted. Such a study shall also be completed by a qualified professional at the expense of the applicant and include:
  - Defining the nature and the boundaries of any significant features, including the presence of endangered and threatened species, ecological functions, and values on or adjacent to the site;
  - Describing and mapping proposed development activities, including building location, excavation, site grading, landscaping, drainage works, roadway construction, paving, sewer and water servicing in relation to various environmental considerations;

- Predicting the effects of proposed development on the various components of the environment on and adjacent to the site, such as wildlife, fish, vegetation, soil, surface water, groundwater, air and any other relevant factors, taking into consideration effects during and after site alteration;
- Evaluating the significance of all predicted and adverse and positive effects on the various environmental considerations;
- Itemizing and recommending all measures that can be taken to reduce or mitigate the predicted negative impacts;
- Evaluating the cumulative effect that the project (and any other known projects or activities) may have following implementation of any mitigation measures on the natural features and ecological functions identified for protection;
- Concluding with a professional opinion on whether negative effects on the natural features and ecological functions will occur, the significance of such impacts, and whether ongoing monitoring is required.

### **Trees and Landscaping**

17. Require the submission of a landscape and/or tree planting plan as part of any development application that requires site plan approval.
18. Require the submission of a tree preservation and/or tree planting plan as a condition of approval for a plan of subdivision.
19. Consider the adoption of a tree cutting by-law to prohibit or regulate the injuring or destruction of trees that contribute to the urban forest.
20. Consider the preparation of guidelines for landscaping and/or tree planting in the Town, including for roadway allowances, parklands, and other civic properties. Such guidelines should address the functionality of landscaped areas vis a vis existing infrastructure and their contribution to the urban forest.

### **Wildland Fire**

21. Recognize that some forested areas, by virtue of their natural composition and character, may have an elevated potential for wildfires, and that development shall generally be directed to areas outside of lands that are considered unsafe for development due to the presence of hazardous forest types for wildland fire. Where the potential for wildland fires is confirmed, typically through an Environmental Impact Statement, development may be permitted where the risk is mitigated in accordance with wildland fire assessment and mitigation standards in consultation with the Ministry of Natural Resources and Forestry.

## **3.3 WATERFRONT DEVELOPMENT**

The Prescott waterfront is an incredible resource for the community. It provides the historical basis for the Town and is an important part of the Downtown Core. As such, it

contributes to the economic prosperity of the Town, as well as its identity and image. Waterfront development is a priority for any community fortunate enough to have one. It is important then that development here is integrated with the Downtown Core, reflects the historical character of the area, and is open and accessible to those living, working, shopping, and visiting Prescott.

### **3.3.1 GOALS**

1. Recognize the waterfront as an important part of the Downtown Core, as a contributor to the economic success of the Town, and as a significant natural resource.
2. Maintain public access to the waterfront areas and strengthen the links between it and other parts of the Downtown Core.

### **3.3.2 POLICIES**

1. Encourage enhancement of the waterfront through a combination of development and redevelopment.
2. Support the priority projects recommended for the Waterfront District in the Downtown Design and Guidelines report.
3. Apply the guidelines in the Downtown Design and Guidelines report to evaluate all applications for new waterfront development to ensure that it is sensitive to and supports the historic nature of Downtown and that it adheres to the vision for the waterfront established by the community as part of the Official Plan process. These guidelines relate to:
  - Streetscape improvement;
  - Commercial signage; and
  - Parking facilities.
4. Maintain and enhance public access to the waterfront, particularly in the Downtown Core, for any development and redevelopment projects, as appropriate.
5. Ensure that any construction or filling below the high water mark is in accordance with the Navigable Waters Protection Act and the Boundary Waters Treaty Act. Approval of such work by Transport Canada shall be a condition of approval of any development application.
6. Require that all services, conduits, cables, and accessory buildings associated with any waterfront development and redevelopment project is hidden or effectively screened to minimize visual impact. Utility cables should be undergrounded, as appropriate. This policy also relates to any infrastructure installed by the Town, other public agency, or service provider, as appropriate.

7. For existing lots of record, new development (dwellings) should be set back 30 metres if possible, otherwise as far back as the lot permits subject to topographical constraints and size of lot.

New lots created through the severance/consent process must be able to accommodate the 30 m setback from the high watermark of the waterbody with non-disturbance of native soils and very limited removal of shoreline vegetation.

Large development proposals (i.e. greater than 5 lots, commercial or condominium development) must be supported with a site evaluation report in consultation with the Ministry of the Environment and Climate Change. This is to ensure water quality protection. The study should take into consideration the existing water quality of the water body, surface water run-off, impact and loadings of phosphorous from septic systems, type of soils, stormwater management and nature of vegetation.”

8. Require site plan approval for all new waterfront development in the Town.

### **3.4 CULTURAL HERITAGE CONSERVATION AND PRESERVATION**

The historical context of Prescott is expressed in its many historic buildings and sites. This context contributes significantly to the identity and image of the Town as a tourist attraction and as a preferred place to live, work, and shop. It is important then, to protect and conserve cultural heritage resources, including archaeological resources, built heritage resources and cultural heritage landscapes. Conservation and preservation of historic features in the Town is strongly encouraged.

#### **3.4.1 GOALS**

1. Encourage the conservation and preservation of historic features in the Town to enhance quality of life and support local economic development.
2. Recognize the importance of the conservation and preservation of historic features to local economic development, including tourism.
3. Support the adaptive re-use of existing heritage buildings in the Town.

#### **3.4.2 POLICIES**

##### **Built Heritage Resources and Cultural Heritage Landscapes**

1. Consider the preparation of a Heritage Master Plan for the Town as a means of identifying various cultural and historic elements and establishing policies and/or guidelines for long term conservation and preservation. The Heritage Master Plan could include:
  - Inventory, evaluation, and mapping of registered and unregistered historic sites and places, Provincially-registered archaeological sites, locally-



known archaeological sites, areas of archaeological potential, and other locally significant cultural and heritage resources;

- Identification and evaluation of cultural facilities and organizations;
  - Strategies for the conservation and enhancement of identified resources; and
  - Programs to educate and inform the public of identified resources and encourage community participation in resource conservation and enhancement.
2. Recognize the importance of a Heritage Committee and support their role in examining the desirability and suitability of restoring, conserving, and preserving historical buildings and sites in the Town.
  3. Consider establishing or participating in an existing heritage grant program to encourage the conservation and preservation of historic features.
  4. Consider the restoration of historic buildings deemed to be in non-compliance with Town building by-laws by permitting specific amendments, as appropriate and allowed under the Ontario Building Code Act.
  5. Encourage the designation of individual buildings, structures, sites, and landscapes in the Town under the Ontario Heritage Act, as appropriate. The establishment of a Heritage Conservation District or overlay zone may also be deemed appropriate.
  6. Support the priority projects recommended for the King Street District in the Downtown Design and Guidelines report, including the Façade Improvement Program.
  7. Apply the guidelines in the Downtown Design and Guidelines report (as amended) to evaluate all applications for new development in the Downtown Core to ensure that it is sensitive to and supports the historical nature of the downtown and that it adheres to the vision for downtown established by the community as part of the Official Plan process. These guidelines relate to:
    - Historic buildings on King Street; and
    - New commercial construction and remodeling buildings on King Street.
  8. Consider the conservation and preservation of historic features in the review of all applications for development approval, as necessary, and preserve and enhance the context in which cultural heritage resources are situated. A Heritage Impact Assessment (HIA) prepared by a qualified professional, may be required as part of the development review process.
  9. In attaining its goal for establishing a barrier-free environment, Council shall encourage access solutions in a manner that respects the cultural heritage value or interest of a protected property. Council recognizes that standardized designs may not always suffice and that each heritage property will require unique accessibility plans to ensure that alterations do not adversely affect the heritage attributes.

10. Utilize site plan control to protect cultural heritage resources and to implement specific conditions as part of the site plan agreement.

### **Archaeological Resources**

11. Recognize that the Town, by virtue of its location on the St. Lawrence River, has significant potential to contain archaeological resources within its boundaries. Archaeological assessments shall normally be required for site alteration and new development involving planning applications for an Official Plan amendment, Zoning By-law amendment, plans of subdivision and condominium, site plan approval and consent, as well as for the undertaking of new infrastructure works when the subject lands contain or are located within at least one of the following:
  - 250 metres of a known archaeological site;
  - 300 metres of a primary water source such as the St Lawrence River;
  - 300 metres of an ancient water source indicated by a beach ridge, river bed, etc.;
  - 200 metres of a secondary water source such as a wetland, marsh, small creek, spring, etc.;
  - 10 metres of a cemetery which was established prior to 1945;
  - elevated topography (knolls, drumlins, eskers, plateaus, etc.);
  - pockets of sandy soil in a clay or rocky area;
  - unusual landforms (mounds, caverns, waterfalls, etc.);
  - an extractive area (for food or scarce resources);
  - non-aboriginal settlement features (monuments, cemeteries);
  - historic transportation features (road, rail, portage, etc.);
  - designated property (refer to Municipal Heritage Committee or Town Clerk's office); and;
  - local knowledge associating property with historic events, activities or occupations.

For planning applications relating to existing developed properties where no new development is proposed or in the case of infill development, archaeological assessments shall not be required unless the property contains a designated heritage resource, a cemetery, or burial place or known archaeological site

12. Require that archaeological assessment reports prepared by licensed archaeologists are to be in compliance with the 2011 Standards and Guidelines for Consultant Archaeologists as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the Ontario Heritage Act.

13. Recognize the importance of Provincially-registered archaeological sites in the Town by prohibiting development on such sites and ensuring that any alterations on such sites is performed by a licensed archaeologist under Section 48 of the Ontario Heritage Act.
14. Work with the Ministry of Tourism, Culture and Sport to obtain available site data from the Provincial archaeological database to assist in local heritage conservation and preservation efforts and in the review of development applications. Ensure that the database is updated as new sites are identified by the Province or during local land development.
15. Recognize the importance of areas of archaeological potential in the Town, such as along the current and ancient shoreline of the St. Lawrence River, by requiring applicants to work with the Town and the Ministry of Tourism, Culture and Sport should any archaeological resources be discovered during development. Such a discovery may warrant on-site archaeological preservation to maintain the integrity of the resource, or rescue excavation to remove the resource.
16. Recognize that during development, there may be a need for archaeological preservation on site or rescue excavation of significant archaeological resources as a result of development proposals, and to ensure the preservation of such resources.
17. Require consultation with Indigenous communities on any Stage 2 archaeological assessment report that identifies areas of historical interest or potential for aboriginal artifacts.
18. Work with the Ministry of Government and Consumer Services where an identified marked or unmarked cemetery is affected by development in the Town. The provisions of the Ontario Funeral, Burial, and Cremation Services Act shall apply.

## **3.5 HOUSING**

The availability of housing in a community is an important indicator of the local quality of life there. The intent of this Official Plan is to encourage the production of new and renovated housing that provides new and existing residents with choice in terms of type, tenure, location, and cost. The Plan also encourages the use of housing units in the Town for home occupations, as appropriate. Finally, the Plan recognizes that residential care facilities, such as group homes, provide a valuable living arrangement in the community.

### **3.5.1 GOALS**

1. Encourage the production of new and renovated housing in the Town with a range of types and costs.
2. Maintain an appropriate supply of land in the Town for housing.
3. Recognize the importance of home occupation as an employment provider and contributor to local economic development.

4. Recognize the importance of and the need for residential care facilities.

### **3.5.2 POLICIES**

#### **Housing Supply**

1. Endeavour to provide for the near- and longer-term supply of housing in the Town by:
  - Maintaining the ability to accommodate residential growth for a minimum of 10 years through residential intensification, redevelopment and, if necessary, lands designated for residential development, based on accepted measures of existing and projected housing production and absorption of residential land; and
  - Maintaining a minimum 3-year supply of residential land with servicing capacity through lands zoned to facilitate residential intensification and redevelopment, and through lands in draft approved and registered plans of subdivision. Sufficient servicing capacity must exist to support such residential development;
  - Providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents; and
  - Directing the development of new housing towards locations where appropriate levels of infrastructure and public services are available.
2. Continue to monitor the supply of residentially-designated land within the Town and the range of housing produced by type, tenure, and affordability.

#### **Affordable Housing**

3. Support the production of affordable housing in the Town by:
  - Encouraging a portion of new residential development to be affordable to households within the lowest 60 percent of local income distribution, as determined by the Province from time to time; and
  - Encouraging housing forms and densities designed to be affordable, including higher-density multi-family housing and secondary suites.
  - Working with the United Counties of Leeds and Grenville to contribute to their 2014 to 2024 Housing Plan implementation strategy which seeks to achieve an overall target of 25% of new housing to be affordable.
4. Encourage the provision of non-profit housing by private and non-profit housing corporations. Such housing shall:
  - Maintain or enhance the surrounding area; and

- Be compatible with respect to built form, scale, urban design, and streetscape of the surrounding area.

### **Administrative Support**

5. Work to ensure that the processing time for residential development approvals be kept to a minimum and streamlined where other approvals are required, as appropriate.
6. Consider innovative measures to encourage the production of affordable housing, including:
  - Reduced right-of-way widths on local streets;
  - Alternative zoning requirements, as appropriate;
  - Alternative housing designs; and
  - Review of construction standards.

### **Group Homes**

7. Permit group homes in all land use designations that permit residential use. Group homes are federally- or Provincially-licensed or funded and accommodate 3 to 10 residents living as a single household. Such residents require a group living arrangement by reason of their emotional, mental, social, or physical condition or legal status.
8. Require that group homes in the Town maintain or enhance the surrounding area, and are compatible with respect to built form, scale, urban design, and streetscape of the surrounding area.
9. Require the proponents of new group homes to address community involvement prior to the establishment of a facility to enhance awareness and acceptance in the community.
10. Require site plan approval for all group home development in the Town.

### **Home Occupation**

11. Support the location of home occupations wherever residential uses are permitted, provided:
  - The use is incidental or secondary to the residential use of a dwelling;
  - The use does not change the residential character of the dwelling;
  - The use does not create or become a public nuisance with regard to noise, odour, traffic, parking, or signage;
  - No goods, wares, or merchandise are displayed for sale on the premises and all activities occur inside the dwelling;
  - The use is carried out by a resident of the dwelling and no more than 1 non-resident employee;

- Adequate off street parking is available; and
- The use does not exceed the maximum proportion of dwelling floor area specified in the Zoning By-law.

### **Private Home Daycare**

12. Permit private home daycare uses as a home occupation. A private home daycare is defined as a small-scale daycare facility which is operated in a dwelling where temporary care is provided for up to five children, not including any children residing permanently in the dwelling, and which is operated in accordance with Provincial regulations.

### **Bed and Breakfasts**

13. Support the establishment of bed and breakfast uses in single family detached dwellings, provided:
  - The use is incidental or secondary to the residential use of a dwelling;
  - The use does not change the residential character of the dwelling;
  - The proprietor of the establishment resides on the premises;
  - Guest rooms are provided as temporary accommodations on a daily basis;
  - The Leeds, Grenville and Lanark District Health Unit is consulted, reviews, and permits the establishment;
  - The use does not create or become a public nuisance with regard to noise, odour, traffic, parking, or signage; and
  - The use is permitted by the Zoning By-law.

### **Garden Suites**

14. Support the establishment of garden suites, pursuant to Section 39.1 of the Planning Act, on the same lot as single family detached dwellings, provided:
  - The suites represent single dwellings, are portable and temporary in nature, are fully serviced, and are ancillary to the principal residence;
  - The suite will be removed from the lot at such time that it is no longer required to house the occupant for whom it was originally intended; and
  - The suite does not exceed the maximum floor area for garden suites specified in the Zoning By-law.

### **Secondary Dwelling Units**

15. Support the establishment of secondary dwelling units within single dwellings, semidetached dwellings and townhouses, and ancillary structures in order to supply affordable accommodations for rental purposes and to provide alternative living arrangements for those, by virtue of their age or a disability, require the support of others to live on their own.

16. Establish standards set out in the Zoning By-law to govern compatibility with the main dwelling and surrounding land uses.

### **3.6 COMMUNITY IMPROVEMENT**

Community improvement involves a range of public and private activities that maintain, rehabilitate, and revitalize the existing physical condition of the urban environment. Such improvements are often used to address various social and economic priorities of the community. As municipal governments continue to try and do more with less, it becomes increasingly important to establish priorities and pursue opportunities for partnership with the private sector and senior levels of government.

The entire Town is designated as a Community Improvement Policy Area, with the intent to make possible the designation of a community improvement project area(s) and the preparation of a community improvement plan(s) for the designated area(s), as provided for under Section 28 of the Planning Act.

#### **3.6.1 GOALS**

1. Maintain, rehabilitate, and revitalize the physical environment in the Town as a means of improving the quality of life for residents, workers, and visitors in the Town.
2. Consider community improvement as an important part of the Town's commitment to local economic development and support for tourism, commerce, and industry in Prescott.
3. Recognize community improvement as the primary means by which the Town can facilitate brownfield redevelopment.

#### **3.6.2 POLICIES**

##### **Improvement Goals**

Continue to improve the quality of life for residents, workers, and visitors in the Town by means of the following:

- Maintaining and improving municipal services, public utilities and social and recreational facilities;
- Encouraging improvement activities that contribute to local economic development and support tourism, commerce, and industry;
- Encouraging redevelopment of brownfield sites and their reintegration into the urban fabric;
- Encouraging the maintenance of the existing housing stock, and promoting the rehabilitation, renovation, and repair of older buildings;
- Preserving historically and/or architecturally significant buildings or areas;

- Improving traffic and parking patterns making them more compatible with surrounding uses and needs;
- Improving conditions in older predominantly residential areas;
- Improving the overall streetscape and/or aesthetics of commercial and industrial areas of the Town;
- Ensuring improvements made are carried out in such a way as to be compatible with other goals and policies of this Official Plan;
- Encouraging, where feasible, energy efficient conservation through energy efficient land uses;
- Providing advice and guidance on maintenance and rehabilitation of buildings and structures and on energy conservation;
- Encouraging public participation in the community improvement planning process;
- Undertaking a monitoring program to review budgeting and program direction in respect to the attainment of specific policies; and
- Working with business leaders in the community to identify and facilitate improvements.

### **Designation of Community Improvement Project Area(s).**

Identify and establish potential community improvement project areas in the Town using the following criteria; the importance of each will be determined by the funds available, the severity of the problem, the relationship of community improvement to other policies in this Plan and capital expenditure priorities of the Town.

### **Designation Criteria**

The following criteria shall be used to identify Community Improvement Project Areas:

- Deficiencies in hard services including roads, sidewalks, curbs, gutters, water distribution system, sanitary collection system, and storm sewers;
- Presence of sub-standard building conditions and housing in need of improvement and revitalization;
- Opportunity to expand the housing stock through the redevelopment or conversion of under-utilized lands and/or buildings;
- Need to provide or improve affordable single and multiple unit residential dwellings for low to middle income residents;
- Presence of vacant lands/buildings that could be developed, redeveloped or converted to another use;
- Presence of brownfield sites that are underutilized, derelict, or vacant and may be contaminated;



- Need to upgrade the streetscape or aesthetics of an area;
- Need to upgrade elements of the transportation system, including but not limited to, sub-standard road conditions and road widths, and poorly designed intersections;
- Need to provide or improve recreational and cultural facilities and public open space, including parkland acquisition, facilities improvement, and trails enhancement;
- Presence of incompatible land use activity;
- Presence of hazard lands that have an impact on the Town's pattern of development, including contaminated sites, or areas requiring improvements because of poor drainage conditions, including ditching and flood proofing;
- Presence of buildings or lands of architectural and/or historical merit and sites of archaeological significance or interest, in need of improvement or revitalization;
- Areas requiring shoreline improvements to enhance public usability while furthering public efforts at shoreline management along waterbodies; and
- Presence of points of interest and/or special visual amenities, such as the downtown and the waterfront, that provide an opportunity for tourism, and which could benefit from protection and enhancement.

#### **Implementation Measures**

4. Implement the goals and policies of this section by means of the powers conferred upon Town Council under the Planning Act, Building Code Act, Heritage Act, Municipal Act, and Drainage Act. Implementation measures could include the following:
  - Designation by by-law of a Community Improvement Project Area(s) and adoption of Community Improvement Plan(s) for the area(s);
  - Acquisition of land within a Community Improvement Project Area(s), and clearing, grading, or otherwise preparing the land for community improvement;
  - Seeking funds from other levels of government (county, provincial, and federal) where their programs facilitate the implementation of community improvement;
  - Enactment and enforcement of a property maintenance and occupancy standards by-law with respect to residential, commercial, and industrial building stock and lands (refer to Subsection 5.2.2 regarding property conditions);

- Accessing financial incentive programs such as the Brownfields Financial Tax Incentive Program to redevelop brownfield sites;
- Providing municipal tax relief as an incentive for building improvements;
- Encouragement of public participation in the preparation of Community Improvement Plan(s);
- Encouragement of private sector use of government programs where they complement community improvement efforts;
- Encouragement of infill development of vacant and/or under- utilized properties in Community Improvement Project Areas; and
- Upgrading of municipal services.

### **3.7 TRANSPORTATION CORRIDORS**

Transportation facilities in the Town, including the Highway 401 and CN Railway corridors, account for about 8 percent of its total land area. While these facilities provide Prescott with important locational and, therefore, economic advantages, they do generate adverse impacts on adjacent lands, regardless of land use. As such, it is important that development proposals in areas that abut Transportation Corridors carefully consider means of minimizing these impacts.

The Transportation Corridors are identified as Other on the Official Plan Map. The following are the goals and policies related to the Transportation Corridors. Refer to Section 4.1, Traffic and Circulation, for the detailed goals and policies for the municipal transportation system.

#### **3.7.1 GOALS**

1. Recognize the importance of the Highway 401 and CN Railway corridors in providing locational and economic advantages for the Town.
2. Recognize the real and perceived impacts of these transportation facilities on quality of life in abutting neighbourhoods.
3. Minimize the adverse impacts of these transportation facilities on new development in the Town, and on existing development, where possible.
4. Encourage and support modes of active transportation.

#### **3.7.2 POLICIES**

1. Minimize land use conflicts between new development and the Transportation Corridors in the Town.
2. Protect new development in neighbourhoods that abut transportation corridors and minimize the potential off-site impacts of such corridors by buffering and screening the new development. Potential off-site impacts to be minimized include noise, vibration, light, and dust.

3. Consider non-residential land uses as preferred uses on lands abutting Transportation Corridors. Such uses are typically more compatible and do not require the degree of buffering, screening, and other means of mitigation necessary to protect residential development.
4. Council may require a detailed noise study for all new noise-sensitive development, including residential uses, hospitals, nursing/retirement homes, schools, day care centres, etc., within 500 metres of Highway 401 or the CN Railway corridor. Such a study will specify the noise control measures necessary to achieve the MOECC noise criteria. For new noise-sensitive development within 100 metres of Highway 401 or the CN Railway corridor, a noise feasibility study will be required to determine whether it is possible to achieve the MOECC noise criteria. Should the study find that such development is feasible, then a development application may be submitted to the Town. Any required noise study shall be prepared by a qualified professional at the expense of the applicant.
5. Require that any noise control measures identified in a noise feasibility study, completed per Policy 3.7.2.4 above, be included as conditions of approval of any development application. Such measures are the responsibility of the applicant.
6. Encourage the reduction of transportation corridor impacts on existing abutting neighbourhoods in areas where such impacts have been identified as problematic. Impacts include noise and vibration from passing vehicle and train traffic, including locomotive horns. Work with the Ontario Ministry of Transportation, CN Railway, local businesses, and residents to address such impacts.
7. Work with the Ontario Ministry of Transportation to ensure that land use decisions on properties abutting the Highway 401 corridor and interchange at Edward Street maintain the operating viability of the facility and support the controls exercised by the Ministry. Such decisions may relate to the use of abutting properties, access in interchange areas, traffic, stormwater management, structures and signage, lighting, buffering, and screening. Such decisions require Ministry approvals and permits under the Public Transportation and Highway Improvement Act.
8. Work with the Ontario Ministry of Transportation and CN Railway on any plan to significantly alter the operation and maintenance of their facilities in Prescott, including expansion, reconstruction, closure, etc., to the degree that it may affect the quality of life of Town residents.

### **3.8 ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE**

Municipalities have an important role to play in reducing greenhouse gasses that are resulting in climate change and, in turn, reducing or minimizing the adverse impacts associated with climate change.

### **3.8.1 GOALS**

1. Support and encourage alternative energy systems and renewable energy sources for both residential and non-residential developments.
2. Promote energy efficient land use patterns

### **3.8.2 POLICIES**

1. Require that plans of subdivision be designed with a primarily east-west street orientation, wherever feasible, in order to create lots with a southern exposure.
2. Implement the walking and cycling policies contained in Section 4.1 of this Plan.
3. Promote, and regulate as may be required, the domestic use of solar and wind generation for all types of development in the Town, including the retrofitting of existing buildings.
4. Promote the use of green technology in subdivision and site plans, and in building design and construction.
5. Consider LEED (Leadership in Energy and Environmental Design) certification for all new municipal buildings and for major renovations/expansions to existing municipal buildings.
6. The Town supports development and management practices which address climate change mitigation and adaptation. Development considerations include but are not limited to:
  - a. The reduction of greenhouse emissions;
  - b. The improvement of air quality;
  - c. Promotion of compact development form;
  - d. The promotion of green infrastructure; and
  - e. The promotion of design and orientation which
    - maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation;
    - maximizes opportunities for the use of renewable energy systems and alternative energy systems.”

## **3.9 SOURCE WATER PROTECTION**

### **3.9.1 Overview**

The Town's water supply is from the St. Lawrence River, consisting of a water intake located in the river and a water treatment plant located at the foot of Sophia Street. It is essential that the Town's water supply be protected from risks that might cause contamination.

The Clean Water Act requires local municipalities to look at the existing and potential threats to drinking water sources and to set out and implement the actions necessary to reduce or eliminate significant drinking water threat activities. To that end a Source Water Protection Plan was approved by the province in April 2015. The plan, known as the Raisin-South Nation Source Protection Plan (RSSPP) must now be implemented through a number of avenues including land use planning policies and regulations.

### **3.9.2 Vulnerable Areas**

Vulnerable areas, identified in the RSSPP as Intake Protection Zone 1 (IPZ1) and Intake Protection Zone 2 (IPZ2) are shown on Schedule B of this Official Plan.

### **3.9.3 Prohibited Uses**

The following uses are prohibited in accordance with Section 59 of the *Clean Water Act*, on lands identified as IPZ 1 and IPZ2 on Schedule B:

- Combined Sewer Discharge
- Storm water pond effluent
- Industrial Effluent Discharges
- Sewage Treatment By-pass
- Sewage Treatment Effluent
- The application and or storage of agricultural source material
- The handling and/or storage of non-agricultural source material.

### **3.9.4 Risk Management Official Exemption**

If the Risk Management Official or another person duly qualified under the *Clean Water Act* determines that there is no significant risk, then a use listed above may be permitted without the need for an amendment to this Plan, where such use would otherwise be permitted. All applications for development or building permits for lands in IPZ-1 must be reviewed by the Risk Management Official.

### **3.9.5 Development Review**

All development applications shall be supported by studies, as determined in consultation with the Conservation Authority, which demonstrates that the proposed development does not pose a risk to the Town's drinking water supply and which includes any mitigation measures that may be required.

### **3.9.6 Residential Exemption**

Section 3.9.3 does not apply where the only use of the land is residential.

## **3.10 JURISDICTIONAL COORDINATION**

Coordination with neighbouring municipalities has always been an important consideration in Prescott. As the largest residential, commercial, and employment centre between the cities of Brockville and Cornwall, Prescott must continue to coordinate its efforts with surrounding municipalities, various public agencies, and other service providers in an integrated, comprehensive and cost-effective manner.

### **3.10.1 GOAL**

1. Continue the commitment to work closely with neighbouring municipalities on a range of issues that cross municipal boundaries.

### **3.10.2 POLICIES**

1. Coordinate land use, facility, and service planning in the Town with the planning efforts of neighbouring municipalities, agencies, and service providers, as appropriate, to meet the existing and future needs of the community.
2. Cooperate with neighbouring municipalities on land use decisions and planning projects along municipal boundaries and adopt a “good neighbour” policy of avoiding the designation of high impact uses to the detriment of neighbouring jurisdictions.
3. Cooperate with neighbouring municipalities on other matters that are not directly related to land use, as appropriate, but are of a nature that would benefit from a comprehensive and integrated approach. Such matters may include:
  - Local and regional economic development (see policies in Section 3.1);
  - Environmental management, including the identification and preservation of significant natural heritage features (see policies in Section 3.2);
  - Cultural heritage conservation and preservation, including inventory, evaluation, and management of such resources (see policies in Section 3.4);
  - Housing supply and affordability, including near- and long-term supply, and the production of affordable units (see policies in Section 3.5);
  - Employment, including retaining existing jobs and creating new ones; and
  - Community services, including public facilities (sewer, water, recreation, open space) and public services (firefighting, waste management, recreation, and culture) (see policies in Sections 2.8 and 4.2).

## **4.0 – COMMUNITY SERVICES**

This Part of the Official Plan addresses a number of policy issues that relate to the provision of community services and related facilities in Prescott. Such services include traffic and circulation, public services and utilities (sewer, water, energy, etc.), and waste management. Parks and recreation services and facilities are also provided by the Town; however, since Parks and Open Space is a land use designation in this Official Plan, the policies related to this community service are contained in Section 2.8 of this Plan.

These policies are intended to be used in conjunction with the other policies of this Plan.

### **4.1 TRAFFIC AND CIRCULATION**

The Town's traffic and circulation system is an essential part of achieving the vision, goals, and policies expressed in this Official Plan and influences both land use and the quality of life in the Town. The circulation system is comprised of streets for use by cars, trucks, and bicycles; and sidewalks, walkways, and trails for use by pedestrians. Its primary purpose is to provide for the movement of people and goods safely and efficiently within the Town and to adjoining areas. While the car will likely continue to be the primary means of transportation in Prescott, its use will be balanced by other forms of transportation, particularly in the Downtown Core.

#### **4.1.1 GOALS**

1. Provide an integrated traffic and circulation system for all residents and businesses that is safe, convenient, affordable, and efficient while minimizing environmental impacts.
2. Provide a balanced traffic and circulation system consisting of car, truck, pedestrian, and cycling modes along with necessary supporting infrastructure.
3. Recognize the link between transportation and land use and integrate planning for each.
4. Reduce the need to drive and encourage walking and bicycle use by providing for a mix of land uses in the Town.

#### **4.1.2 POLICIES**

##### General

1. Provide a traffic and circulation system that supports and complements the vision, goals, and policies expressed in this Official Plan.
2. Provide a traffic and circulation system that accommodates the existing and future transportation needs of drivers, pedestrians, and cyclists.
3. Encourage alternative travel by supporting development that encourages walking and cycling and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the car.

4. Require that any traffic and circulation system construction and reconstruction project maximize mobility and access for the disabled.

### **Road Classification**

5. Continue to utilize a functional classification system for roads to aid in the planning, development, and maintenance of the Town's traffic and circulation system. Road classifications include Provincial Highways, Arterial Roads, Collector Roads, Local Roads, and Cycling and Pedestrian Routes, as follows (refer to Schedule B: Transportation Plan and Municipal Services):
  - Provincial Highways are roadways under the jurisdiction of the Ontario Ministry of Transportation that are designed to facilitate through traffic movement of medium-to-high volumes. Development within the Ministry of Transportation's permit control area are subject to the requirements of the Public Transportation and Highway Improvement Act R.S.O. 1990. Developers and property owners within the Ministry's permit control area are required to obtain approval and acceptance of their development plans and obtain Ministry permits prior to the issuance of a municipal permit. As a condition of access permits and building and land use permits, the Ministry requires the completion of studies which may include, but are not limited to traffic impact studies, stormwater management studies, photometric plans, geotechnical studies and environmental assessments.
  - Arterial Roads are roadways of 2 and 4 lanes that are designed to carry relatively high traffic volumes and provide for the movement between principal traffic generators and the interconnection of Provincial Highways. Arterial roads have a design right-of-way width of 26 to 36 metres and normal traffic speeds of 60 km/hr or less, and direct access to abutting properties is discouraged.
  - Collector Roads are roadways of 2 traffic lanes that are designed to collect and distribute traffic at relatively low operating speeds to and from local roads and arterial roads. Collector Roads have a design right-of-way width of 20 to 36 metres, and direct access to abutting properties is generally permitted.
  - Local Roads provide direct access to abutting properties at low operating speeds with a design right-of-way width of 20 metres, unless otherwise approved by the Town.
  - Cycling and Pedestrian Routes provide the ability to access various neighbourhoods, parks and open space, and civic facilities on bicycle or on foot. Such routes may either be shared with streets by means of a bicycle lane and sidewalk or as dedicated path and trail rights-of-way.

### **System Planning**

6. Protect adequate road rights-of-way to meet future needs.



7. Maximize the use of existing roads and rights-of-way rather than acquiring new rights-of-way and/or building new roads. The joint use of road rights-of-way with other utilities is encouraged.
8. Recognize that the Future Roads and Routes identified on Schedule B: Transportation Plan, are illustrative only and may not occur as indicated. Detailed studies will be completed in conjunction with any proposed widening of an existing right-of-way or the establishment of a new right-of-way.
9. Recognize that the Town may require land to be conveyed at no cost for the purpose of widening of an existing right-of-way as a condition of consent, subdivision, or site plan approval. Widening shall generally be equal on both sides of the right-of-way, except where site-specific conditions necessitate an unequal widening.
10. Provide adequate road capacity to meet the needs of local traffic, but not necessarily through-traffic demands which should be met by regional and provincial transportation facilities and services.
11. Consider potential environmental impacts when evaluating transportation improvements, including public safety, quality of life, and protection of environmental resources.
12. Maximize the effectiveness of Town transportation plans and programs by coordinating local plans with neighbouring municipal and provincial initiatives.
13. Provide active input in the planning of regional and provincial transportation facilities and services.

### **Development**

14. Encourage a more grid-oriented street network in the planning of new development as a means of distributing vehicle traffic more evenly and providing more direct and accessible routes for pedestrians and cyclists.
15. Review and evaluate existing street standards to determine if reduced roadway and right-of-way width standards are appropriate.
16. Permit turning circles, roundabouts, or other similar roadway features subject to an evaluation by the Town of the functional, operational, servicing and financial issues associated with their use.

### **Parking**

17. Require adequate off-street parking for all development in the Town per the standards in the Zoning By-law.
18. Permit reduced off-street parking standards, particularly in the Downtown Core, where municipal off-/on-street parking is provided nearby, subject to an evaluation by the Town.
19. Encourage opportunities for shared parking in mixed use areas, such as in the Downtown Core, where the peak parking demand characteristics for the land uses are complementary, subject to an evaluation by the Town. Parking

areas should be located within 50 metres of buildings they are intended to serve.

20. Require a parking study for any request for shared parking arrangements that demonstrates the complementary nature of parking demands for the existing and proposed uses, and the ability to provide safe movement of pedestrians between uses.
21. Require disabled parking in locations nearest to building entrances.
22. Encourage the location of parking at the side or rear of buildings along commercial and residential streets, and require the screening of parking areas by means of low planting areas.

### **Walking**

23. Include safe, convenient, and attractive pedestrian facilities such as sidewalks, corner ramps, and pedestrian signals in the construction and reconstruction of traffic and circulation system facilities. Pedestrian facilities are generally not needed on local residential streets.
24. Support and enhance more pedestrian-oriented streetscapes in the Town, particularly on Edward Street and in the Downtown Core.
25. Review and evaluate existing street standards to determine if more pedestrian-oriented standards are appropriate. Traffic safety will be considered.
26. Encourage safe and efficient pedestrian access to parks and recreation facilities, open space, and the waterfront.
27. Consider pedestrian orientation and amenities in the review of all development applications.

### **Cycling**

28. Encourage safe and efficient bicycle access to parks and recreation facilities, open space, and the waterfront.
29. Provide adequate and secure bicycle parking at civic facilities, in the Downtown Core, and the waterfront to encourage bicycle use.

### **Trucks**

30. Consider designating a truck route in the Town and restricting heavy truck traffic to such a route to minimize the adverse impacts of such traffic on residential neighbourhoods. Truck parking should also be addressed.
31. Consider establishing a by-law as provided for under Section 129 of the Municipal Act that includes performance requirements for noise, odour, dust, vibration, and other factors associated with truck traffic as a means of implementing and enforcing the designated truck route.
32. Direct land uses that generate significant truck and commercial traffic primarily to areas designated Employment Area, Highway 401 Corridor

and Highway Commercial, and secondarily to properties which front on Arterial Roads .

33. Consider reducing the impact of heavy truck traffic on the pedestrian environment by providing wider sidewalks and landscaping schemes that reduce the noise and visual impacts on pedestrians from traffic. Traffic safety and maintenance will be considered.

## **4.2 PUBLIC SERVICES AND UTILITIES**

Development in the Town requires various public and private services and utilities such as water, sewer, hydro, gas, and telephone. Such services must be provided concurrently with new development for the health, safety, and welfare of Prescott residents. Such services must also be provided and paid for in an equitable manner without an undue financial burden on the Town.

### **4.2.1 GOALS**

1. Ensure the provision of adequate public utilities and services for existing and future residents and businesses in the Town.

### **4.2.2 POLICIES**

#### **General**

1. Require that all new development in the Town proceed on full urban services (piped water, sanitary sewers, and stormwater systems). Lands north of Highway 401 shall be permitted to develop on the basis of private services on an interim basis until such time that municipal services are extended north of Highway 401.
2. Require developers to concurrently provide, either directly or through fees, all new infrastructure, facilities, and services that must be created, expanded, or modified to serve any new development.
3. Ensure that the existence of a public utility or service does not entitle, justify, or otherwise permit the creation of a new use or the expansion of an existing use that is otherwise inconsistent with this Official Plan.
4. Work with utility and service providers in the Town to ensure that any future expansion of local facilities is designed and planned with minimal impact on existing and future residents.
5. Require that all utilities serving new development be located underground, as appropriate.
6. Continue to monitor annually the capacity of Town-owned utilities and services to ensure that sufficient capacity exists to accommodate the 3- and 10-year housing supply targets specified in Policy 3.5.2.1. Monitoring will inform the five-year capital budget for such utilities and services.
7. Continue to maintain a 5-year capital budget that identifies priorities for the operation and maintenance of Town-owned utilities and services, including

drinking water treatment and distribution, sanitary sewage collection and treatment, stormwater management facilities.

8. Ensure that any agreement between the Town and neighbouring jurisdictions to service these jurisdictions does not reduce the existing level of service to the Town, result in insufficient capacity to accommodate the Town's housing supply targets, as required by Policy 4.2.2.6 above, or result in any additional financial burden on the Town.

### **Source Protection**

The Town's water supply is from the St. Lawrence River, consisting of a water intake located in the river and a water treatment plant located at the foot of Sophia Street. It is essential that the Town's water supply be protected from risks that might cause contamination. Schedule B, Transportation Plan and Municipal Services, shows the Town's water treatment plant and the associated Intake Protection Zones 1 and 2 (IPZ 1 and IPZ 2). The following source protection policies apply to the areas shown as IPZ 1 and IPZ 2 and to the adjacent lands where applicable.

9. The Town shall undertake appropriate maintenance and management measures, as identified in the Source Protection Plan for the Raisin-South Nation Source Protection Region, to prevent threats to its drinking water supply. Such measures include, but are not limited to: sanitary sewer maintenance (to prevent exfiltration), road salt application and stormwater management.
10. All development applications shall be supported by studies, as determined in consultation with the Conservation Authority, which demonstrates that the proposed development does not pose a risk to the Town's drinking water supply and which includes any mitigation measures that may be required. Certain types of development may be prohibited.

## **4.3 WASTE MANAGEMENT**

As with most municipalities, solid waste management continues to be an important municipal issue. Since there is no sanitary landfill site within the Town, the Town must continue to work with their collection service provider and the community to reduce the amount of waste generated, reuse materials to the greatest extent possible, and recycle materials instead of disposing of them at the landfill site.

### **4.3.1 GOALS**

1. Manage solid waste in the Town for the purposes of reducing, reusing, and recycling and contribute further to Provincial efforts to divert waste from landfill.

### **4.3.2 POLICIES**

1. Provide the best possible service for the collection of garbage, recyclables, and green waste at the lowest possible cost.

2. Promote opportunities to reduce waste at home and in businesses, and make possible the safe disposal of hazardous materials.
3. Require builders to incorporate interior and exterior storage areas for recyclables in new commercial and residential buildings, and encourage re-modeled buildings to make recycling activities more convenient.
4. Comply with various Provincial requirements under the Waste Management Act, Waste Diversion Act, and the Environmental Protection Act for proper handling and storage of solid waste, recyclables, and hazardous materials, diversion of solid waste from landfills, and provision of programs to make these activities feasible.
5. Continue to obtain input from residents and employers in the Town to ensure that solid waste programs effectively address community needs and issues.

## **5.0 – IMPLEMENTATION**

This Part of the plan provides for the efficient and effective regulatory and decision-making procedures that will be used to guide the development and management of the Town's physical environment and to achieve the community vision outlined in Part I – Introduction and Overview. The policies in this Part are intended to be used in conjunction with the other policies of this Plan.

### **5.1 IMPLEMENTATION TOOLS**

The Town has a multitude of tools available to it to implement the principles, goals, and policies of this Official Plan. These tools are conferred upon the Town primarily by means of the Municipal Act and the Planning Act. These tools provide the regulatory framework and decision-making procedures necessary to manage physical development in the Town of Prescott.

#### **5.1.1 GOALS**

1. Provide a full range of regulatory mechanisms for implementing the goals and policies associated with the principles of the Official Plan.
2. Coordinate implementation with the Town's capital works to maximize benefits to the Town's physical, economic, and social development.

#### **5.1.2 POLICIES**

1. Recognize the importance of both public and private sector development, in conjunction with applicable municipal by-laws and capital works, in implementing the goals and policies of the Official Plan.
2. Ensure that all development and agreements regarding subdivisions, condominiums, site plans, and buildings conform to the Official Plan.
3. Acquire land, as necessary, for the purposes of implementing any part of the Official Plan.
4. Undertake secondary planning studies, as necessary, for specific areas or to address a specific planning issue. Secondary planning studies shall be approved by resolution of Town Council and shall be incorporated by way of amendment to the Official Plan.

### **5.2 LAND USE CONTROLS**

Through the Zoning By-law and other means, the Town has the ability to control development in Prescott. These controls provide the regulatory framework necessary to implement the Official Plan.

#### **5.2.1 GOAL**

1. Define the uses permitted in specific locations within the Town and the regulations relating to how those uses are to be developed and maintained.

## 5.2.2 POLICIES

### Zoning By-law

1. Complete a comprehensive review of the Town's Zoning By-law following the adoption of the Official Plan. During the review period, the existing Zoning By-law shall remain in effect and any amendments to the by-law during the review period shall be required to conform to the adopted Official Plan.
2. Amend and update the Zoning By-law, as necessary, to bring it into conformity with the adopted Official Plan. Such amendments and updates may relate to any land use regulations, development standards, and administrative provisions.

### Holding Zones

3. Consider including provisions for holding zones in the updated Zoning By-law, pursuant to Section 36 of the Planning Act that would allow Council to specify the future uses of lands that, at the present time, are considered premature or inappropriate for development. Council may only designate a holding zone with the "h" prefix for any one or more of the following reasons:
  - Community services and facilities such as sanitary sewers, stormwater management facilities, water supply, and parks are insufficient to serve the proposed development;
  - Transportation facilities are inadequate or inappropriate based on anticipated traffic;
  - The number and location of access points to the site are inadequate and incapable of functioning safely and efficiently;
  - Where development relies upon other matters occurring first, such as the consolidation of land ownership, to ensure the orderly development of the project and to secure funding for infrastructure, services, or outstanding application processing costs; and
  - Supporting studies are required on matters related to traffic, soils, protection of any site features, environmental constraints, design features or market impact analysis prior to development approval.
4. Remove a holding zone only at such time that Council is satisfied that the reasons for establishing the hold have been addressed.
5. Recognize that not all land use areas designated in the Official Plan will be immediately zoned and available for such uses, and no provision of this Plan shall be interpreted to require Council to zone any land within the municipality so as to permit the immediate development of such lands for a designated use.

6. Prohibit the construction of any building or structure on a site within a holding zone, unless permitted by Council or until the holding zone designation is removed. The following uses may be permitted:
  - All existing uses, buildings or structures;
  - A home occupation in an existing single-detached dwelling; and
  - A public or private park, provided no permanent buildings or structures are built.

### **Interim Control**

7. Consider the use of interim control by-laws under Section 38 of the Planning Act to prohibit for a period of 1 year the use of land, buildings, or structures within defined areas of the Town where, in the opinion of Council, circumstances dictate the need to review or study land use policies relating to the defined areas. Council may amend the by-law to extend the period of interim control by 1 year.
8. Establish the planning justification and demonstrate the need to review or study land use policies relating to a specific area when considering the adoption of an interim control by-law. Council shall ensure that such a review or study may be completed expeditiously.

### **Density Incentive**

9. Consider the use of density incentive provisions in the updated Zoning By-law to permit increases in height and density of development beyond those permitted by the Zoning By-law in exchange for facilities, services, or matters of public benefit. The Town may encourage the use of such provisions with regard to the following matters:
  - Provision of a wide range of housing types including special needs, assisted, or other low-income housing;
  - Provision of parkland dedication beyond the requirements of the Plan;
  - Protection of natural features, such as wetlands, beyond the parkland dedication requirements of the Plan;
  - Provision of public areas and walkways and connections to external public walkways/trail systems;
  - Provision of public parking;
  - Provision of community and open space facilities such as small parks, waterfront improvements, day care centres, schools, community centres and recreational facilities, and other municipal facilities;
  - Conservation of heritage features;
  - Rehabilitation and redevelopment of any potentially contaminated site;



- Protection or enhancement of significant views; and
  - Provision of affordable housing beyond any Provincial requirement.
10. Ensure that any density incentive provisions in the updated Zoning By-law establish a nexus; i.e., that the facilities, services, or matters of public benefit provided are commensurate with the increased height and density permitted.
  11. Permit density incentives only in cases where the increased height and density complies with all other applicable Zoning By-law regulations, conforms with the intent of the Official Plan, and is compatible with adjacent existing or proposed development.
  12. Ensure that the facilities, services, or matters of public benefit provided in exchange for increased height and density are directly linked or associated with the development proposed and are located onsite.
  13. Prohibit the transfer of bonus height and density from one site to another or from one project to another.
  14. Require an agreement between the Town and the landowner as a condition of the application to be registered on title. Such an agreement would address, among other items, the facilities and services of public benefit to be provided, the timing of their provision, the operation and maintenance of such facilities and services, and the increased height and density permitted in exchange for the public benefit provided.

### **Site Plan Control**

15. Designate the entire Town of Prescott as a site plan control area and require site plan approval for all new non-residential development and residential development of 3 units or more. A site plan control by-law may be enacted by Town Council as part of the updated Zoning By-law and may affect all or part of the site plan control area.
16. Exempt the following types of development from the site plan control requirements, unless approval conditions as part of the creation of a new lot by plan of subdivision or consent to land severance require that they be subject to site plan approval:
  - A single unit dwelling;
  - A semi-detached dwelling;
  - A duplex dwelling; and
  - Accessory buildings, minor renovations, and extensions to the above uses.
17. Require that an application for site plan control approval include plans and drawings that show the location of all buildings and structures to be built and all facilities to be provided as part of the proposed development. Criteria for review of the application should include:

- Compatibility with adjacent uses;
  - Urban design standards;
  - Function and efficiency;
  - Safety and access;
  - Adequacy of servicing;
  - Grading and drainage; and
  - Landscaping and lighting.
18. Require the fulfillment of conditions and an agreement for site plan approval based on the provisions for site plan control as specified in the Planning Act.

### **Master Servicing Agreement**

19. Consider the use master servicing agreements between Council and development applicants as a condition of zoning and or subdivision approval. Such an agreement would be based on the findings of a servicing master plan or any other study deemed necessary by the Town. The agreement would ensure that necessary approvals and required contributions of funds and lands and commitments for services would be in place and operative prior to or, coincident with, occupancy and use of land. Services included in the agreement could include:
- Open space;
  - Water supply;
  - Sanitary sewer;
  - Stormwater management;
  - Road infrastructure and widening; and
  - Other utilities.

### **Minor Variance and Permission**

20. Grant an application for minor variance and/or permission from the Zoning By-Law only if the Committee of Adjustment is satisfied that the variance:
- Is minor in nature;
  - Is desirable for the appropriate development or use of land;
  - Maintains the general intent and purpose of the Official Plan; and
  - Maintains the general intent and purpose of the Zoning By-law.

### **Land Division**

21. Consider plan of subdivision as the primary means of land division in the Town.

22. Recommend plan of subdivision for the division of land creating three or more lots.
23. Recommend consent to sever land only if Council is satisfied that a plan of subdivision is clearly unnecessary and only if:
  - No more than two new lots will be created, except where the severed lots would constitute the full development of the property and would not jeopardize the efficient development of neighbouring undeveloped lands, including interior lands;
  - Municipal water and sewer services abut the lot to be severed;
  - Safe access to and from both the severed and retained lots is possible and would not adversely affect traffic and parking conditions in the area;
  - The proposed use of both the severed and retained lots is compatible with the scale and intensity of development on the adjacent lots; and
  - The consent meets the intent of the Official Plan and standards established in the Zoning By-law.
24. No land within the Town will be divided unless Council is satisfied that:
  - The size of the lots created is appropriate for the proposed use;
  - No landlocked parcels are created;
  - No lot will have an unusually limited road frontage;
  
  - All lots have direct access to a publicly-maintained road;
  - The application does not result in adverse environmental impacts that cannot be mitigated; and
  - The application meets the intent of the Official Plan and standards established in the Zoning By-law.
25. Council may adopt a by-law under Section 50 of the Planning Act to deem part or all of a plan of subdivision not to be registered, where appropriate.

### **Temporary Uses**

26. Council may adopt by-laws under Section 39 of the Planning Act to authorize the temporary use of land, buildings, or structures for any purpose for a period of three years. Such by-laws may be extended for additional three-year periods. Council will consider the following when evaluating any application for temporary use:
  - The proposed use must be temporary in nature, compatible with surrounding uses, and consistent with the intent of the Official Plan;
  - The special circumstances which may apply to the subject property or the proposed temporary use;

- The appropriateness of the proposed use to the subject property;
  - The difficulty involved in terminating the proposed use when the authorizing by-law expires in three years;
  - The difficulty in restoring the subject lands, buildings, and structures to either their initial state or an improved state;
  - The availability of services for the subject property and the impact of the proposed use on adjoining roads and other municipal services available;
  - Appropriate means of minimizing any potential adverse effects of the proposed use on adjoining properties;
  - The need for a site plan agreement prior to the approval of the temporary use; and
  - The need to enter into a temporary use agreement with the Town for the duration of the temporary use period, which may be extended in accordance with Section 39 of the Planning Act.
27. In the case of a Garden Suite, the foregoing policies apply, except that the time period for the temporary use by-law may be ten years.

### **Property Conditions**

28. Consider establishing a program of standards for maintenance and occupancy of property in all or any part of the Town, pursuant to the Ontario Building Code Act. The program shall contain requirements for the maintenance of both residential and non-residential properties and shall conform with the Official Plan. Although the quality of property and its maintenance in the Town is generally high, there is an ongoing need to ensure that adequate standards of maintenance will be pursued in the future to safeguard the values built into the physical community.
29. Implement the standards for maintenance and occupancy of property by means of a Property Maintenance and Occupancy Standards By-law. Town Council shall ensure that all properties affected by the by-law comply with its provisions. Such provisions may include or relate to:
- Garbage disposal;
  - Pest prevention;
  - Structural maintenance of buildings;
  - Building safety;
  - Building cleanliness;
  - Building services, such as plumbing, heating and electricity;
  - Keeping land and waterfront properties free from rubbish; debris; and wrecked, discarded, or dismantled objects and materials such as vehicles, boats, trailers, and mechanical equipment;

- Maintenance of lands, yards, parking, and storage areas;
  - Maintenance of fences, swimming pools, accessory buildings, and signs;
  - Occupancy standards; and
  - Administration and enforcement of the by-law.
30. Administer and enforce the standards for maintenance and occupancy in the by-law by creating the position of Property Standards Officer. Such a position may be full or part- time and such responsibilities may be assumed by current Town staff, as necessary.
  31. Continue to use the Property Standards Appeals Committee to consider appeals and reviews of orders issued under the by-law respecting standards for the maintenance and occupancy of property.

### **Public Consultation**

32. Public consultation will be undertaken for all *Planning Act* applications in accordance with the requirements of the *Planning Act* and its most up to date regulations. Additional consultation requirements have been included in the Complete Application provisions in section 5.7.2.

## **5.3 LEGAL NON-CONFORMING USES**

Legal non-conforming uses, buildings or structures throughout the Town should eventually cease so that the land affected can revert to a use, building, or structure that conforms with the intent of the Official Plan and the Zoning By-law. However, in certain circumstances, it may be appropriate to consider the extension or enlargement of a non-conforming use, building or structure.

### **5.3.1 GOAL**

1. Provide guidance in the management of legal non-conforming uses in the Town, consistent with the principles, goals, policies, and schedules of the Official Plan.

### **5.3.2 POLICIES**

1. Grant an application for the extension or enlargement of non-conforming uses, buildings, or structures if the Committee of Adjustment is satisfied that the extension or enlargement:
  - Does not represent an unreasonable increase to the size and intensity of the legal non-conforming use;
  - Provides adequate measures to protect other uses through landscaping, buffering or screening; appropriate setbacks for buildings and structures; and/or devices, and measures for reducing nuisance(s) caused by matters such as outside storage, lighting, and advertising;

- Substantially improves the conditions of the property and/or building;
- Is compatible, along with the existing non-conforming use, with adjacent uses;
- Will be adequately served by municipal services that meet the additional needs resulting from the expansion or extension of use;
- Provides adequate off-street parking areas, loading facilities, and screening;
- Does not adversely affect traffic and parking conditions in the area; and
- Meets the intent of the Official Plan and standards established in the Zoning By-law.

## **5.4 OFFICIAL PLAN AMENDMENTS**

From time to time, it may be necessary to amend the Official Plan in order to ensure its continued use, relevance, and effectiveness in the longer term. An amendment may be needed to address a particular development that meets the intent of the Plan and the standards established in the Zoning By-law or to address a future circumstance unknown at the time of preparation of the Plan. The need to amend the Plan may also result from ongoing monitoring consistent with the policies of Section 5.5 below.

### **5.4.1 GOALS**

1. Provide guidance in the amendment of the principles, goals, policies, and schedules of the Official Plan.

### **5.4.2 POLICIES**

1. Recognize the need to amend this Plan from time to time in order to reflect changing conditions and trends, whether originating within the Town or beyond the Town boundaries, or in response to a specific request.
2. Consider the following evidence when evaluating any proposed amendment to the Official Plan:
  - The need for the use;
  - Alternative locations for the proposed use;
  - Compatibility of the use with surrounding uses;
  - Impact on natural features and other resources;
  - Adequacy of water supply and sewage disposal services required by the proposed use;
  - Vehicular and pedestrian access; and
  - Financial impact on the municipality.

### **Public Notification**

3. Council may, by resolution, forego public notification in connection with Official Plan, Community Improvement Plan, and Zoning By-law Amendments if such amendments relate to matters which will not affect the policies and intent of the Official Plan or Community Improvement Plan, or the provisions of the Zoning By-law in any material way, and may include the following matters:
  - Altering punctuation or language to obtain a uniform mode of expression;
  - Correcting clerical, grammatical, dimensioning or typographical errors;
  - Altering and/or correcting the number and arrangement of any provision;
  - Inserting historical footnotes or similar annotations to indicate the origin and approval of each provision;
  - Changing the format of a document;
  - Consolidating amendments; and
  - Transferring Official Plan, Community Improvement Plan, and Zoning By-law designations to new base maps.
4. Public Consultation

#### **Agency Names and Responsibility**

5. Recognize that the names of various government ministries and agencies may change from time to time and responsibilities may shift from one ministry to another. The names of government ministries and agencies responsible for various programs, regulations, and approvals related to the Official Plan are accurate as of the adoption date of this Plan. It is not intended to amend this Plan each time a change of name or responsibility occurs, and this Plan shall be interpreted so as to refer to those agencies named, or to their successors, as conditions dictate.

#### **Legislation**

6. Recognize that various Provincial and Federal Statutes are amended from time to time and legislation section numbers may change. It is not intended to amend this Plan each time such a change is made. This Plan shall be interpreted so as to refer to subsequent legislation as amended.

### **5.5 INTERPRETATION AND MONITORING**

To ensure the continued use, relevance, and effectiveness of this Official Plan, it is important that the principles, goals, policies, and schedules of the document are clear, concise, and easily understood by all who use them. It is also important that the principles, goals, and policies of the document are updated, as needed. The following policies regarding interpretation and monitoring of the Official Plan will ensure that the Official Plan remains a “living document” well into the future.

### **5.5.1 GOALS**

1. Provide guidance in the interpretation of the principles, goals, policies, and schedules of the Official Plan.
2. Evaluate the effectiveness of the Official Plan over time by monitoring the principles, goals, policies, and schedules of the Plan to ensure that it remains relevant, effective, and can accommodate future circumstances.

### **5.5.2 POLICIES**

#### **Interpretation**

1. Apply the principles, goals, and policies presented in this Plan to all of the lands in the Town of Prescott regardless of the land use designation shown on the Schedule A: Official Plan Map, unless otherwise specified.
2. Recognize that the land use designations identified on the Schedule A: Official Plan Map, are intended to show general use areas. The boundaries of the land use designations shall be approximate, except in cases where such boundaries are defined by fixed physical features such as railways, highways, and streets, and are subject to interpretation at the time of implementation of the Plan provided the intent of the Plan is maintained.
3. Recognize that where a policy includes a list of requirements, land uses, considerations, issues, or other references, such lists are intended to indicate the possible range of requirements, land uses, considerations, issues, or other references. Specific items not listed may be considered and included by Town Council, as appropriate and in conformance with the Official Plan.
4. Permit minor variations from numerical requirements in the Official Plan without an Official Plan amendment, provided the general intent of the Plan is maintained.
5. Recognize that site specific policies shall prevail in cases where there is a conflict between site specific and general policies.
6. Recognize that, although the land use designations of this Plan are intended to be conceptual in nature, in cases where a parcel of land contains two separate land use designations, the policies of each designation shall apply only to the portion of the property so designated.

#### **Monitoring**

7. Review the Official Plan within 10 years of a new plan prepared as a result of a comprehensive review and every 5 years thereafter in order to evaluate the need to update the Plan as necessary, pursuant Section 26 of the Planning Act. This review shall determine if:
  - The principles, goals, and policies of the Plan remain valid and realistic in view of changing circumstances; and
  - The policies of the Plan are adequate to achieve the principles and goals.



8. Monitor the number of amendments to the Official Plan that have been processed and any challenges faced in dealing with proposals to change the Plan, as a means of determining its effectiveness and evaluating the need to update the Plan as necessary.
9. Maintain an inventory of existing vacant lands and lands with the potential for redevelopment.
10. Monitor the supply of residentially-designated land within the Town to ensure that the Official Plan targets for housing supply are maintained (refer to Section 3.5).

## **5.6 PUBLIC WORKS AND FINANCE**

Implementation of the principles, goals, and policies of the Official Plan will involve the Town directly in the financing of certain projects. The Official Plan outlines the nature and scope of these projects, such as the provision of piped water and sanitary sewers, the development of parks and playgrounds, the upgrading of roads and the improvement of intersections. No public work will be undertaken unless it conforms with the Official Plan and meets the requirements of Section 24 of the Planning Act.

### **5.6.1 GOALS**

1. Ensure that public works conform to the Official Plan and assist in implementing the principles, goals, and policies for the future physical development of the Town.
2. Ensure that the implementation of the Official Plan is conducted in a fiscally efficient and prudent manner.
3. Ensure adherence to the Town's Asset Management Plan.

### **5.6.2 POLICIES**

#### **Public Works**

1. Establish a priority list of projects and estimated costs, where possible, associated with implementation of the Official Plan.
2. Continue to utilize the 5-year capital works program as a key means of implementing the Official Plan.
3. Planning for infrastructure systems and public service facilities shall be coordinated and integrated with land use planning so that they are financially viable over their life cycle, which may be demonstrated through asset management planning; and available to meet current and projected needs.

#### **Finance**

1. Strive to maintain a balanced taxable assessment ratio between residential and non- residential consistent with long term municipal financial planning.
2. Ensure that the cost of providing the additional facilities and services, or the extension of existing facilities and services, associated with growth are

- appropriately and equitably covered by development proponents and in conformity and compliance with the Official Plan and Zoning By-law.
3. Ensure that the cost of providing additional facilities and services not associated with growth are funded from taxation, user fees, or other appropriate methods.
  4. Require that all necessary agreements be executed prior to any development proceeding. Such agreements may include front-end, financial, and development agreements to provide the infrastructure necessary to serve the new development.
  5. Continue to investigate financial mechanisms and initiatives to ease the burden on the general tax levy, including user fees, development charges, public/private partnership, government grants and subsidies, and other funding sources.
  6. Continue to monitor the fiscal impact of growth and development and ensure that current objectives and policies reflect changing fiscal circumstances.
  7. Require the analysis of economic impacts associated with a significant development proposal, as determined by Council. The analysis will determine the likely short- and long-term impacts of the proposal on municipal operating and capital.
  8. Ensure that the Town's Asset Management Plan is regularly updated and based on best practices.

## **5.7 PLANNING APPLICATIONS – REQUIRED INFORMATION AND MATERIALS**

### **5.7.1 GOAL**

1. Ensure that applications for Official Plan amendment, Zoning By-law amendment, minor variance or permission, site plan control, consent, subdivision and condominium are accompanied by the required information and materials needed to comprise a complete application pursuant to the Planning Act.

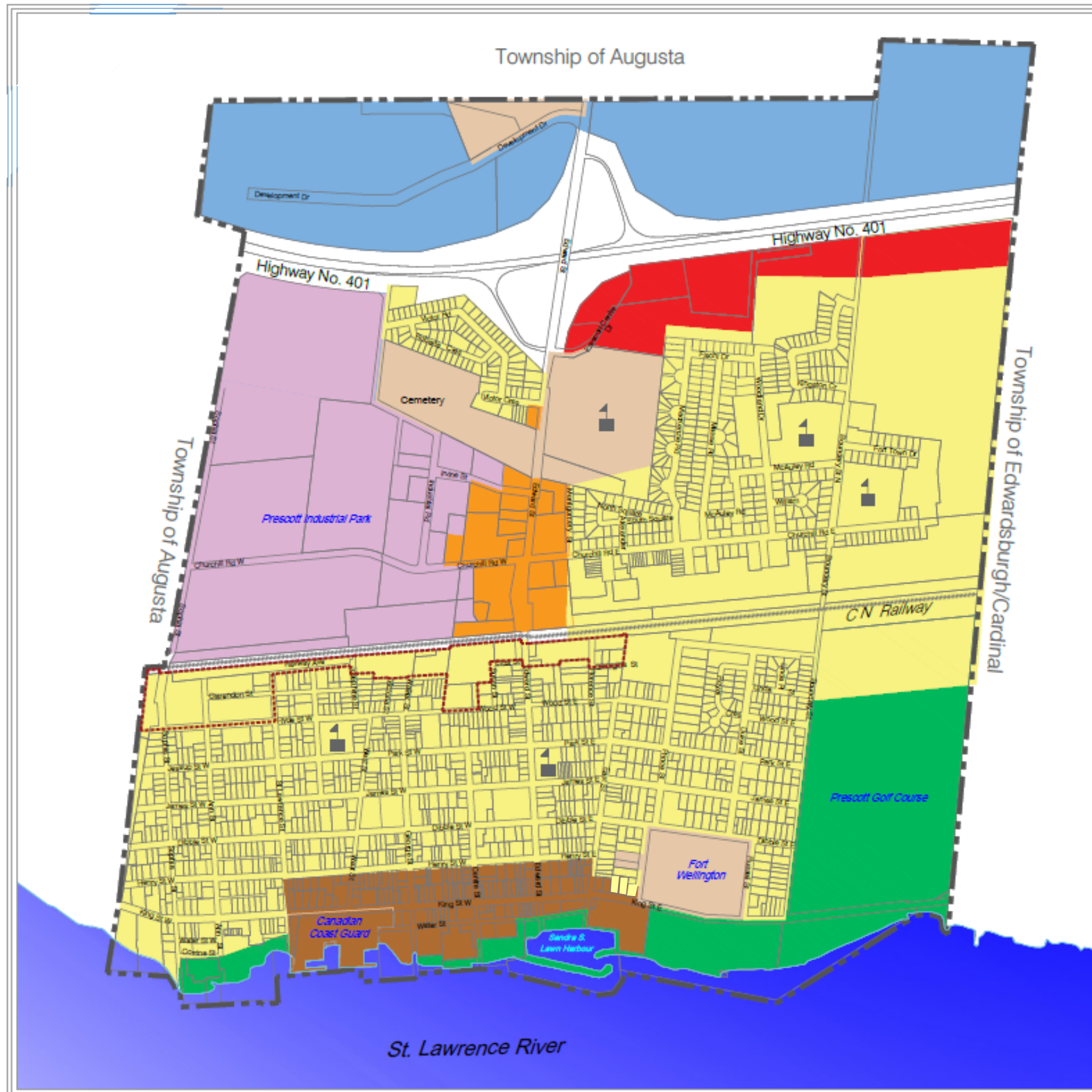
### **5.7.2 POLICIES**

1. Require that the number and scope of studies and assessments to be required for the submission of complete application be appropriate and in keeping with the scope and complexity of the application.
2. Require development proponents to provide any additional required information in support of a complete application, that may include, but is not limited to the following:
  - Archaeological Assessment
  - Contaminated Site Assessment/ Environmental Site Assessment
  - Cultural Heritage Study

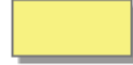


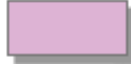

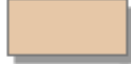







- Environmental Impact Statement
  - Erosion and/or Sediment Plan
  - Geotechnical Report
  - Grading and Drainage Plan
  - Groundwater Impact Assessment
  - Hydrogeological Assessment
  - Landscaping Plan
  - Land Use Compatibility Assessment
  - Noise/Vibration/Blast Study
  - Parking Study
  - Planning Rationale
  - Record of Site Condition
  - Serviceability Study
  - Servicing Options Report
  - Slope Stability Assessment
  - Source Water Protection
  - Stormwater Management Plan
  - Sun/Shadow Study
  - Terrain Analysis
  - Traffic Impact Study
  - Tree Conservation and Protection Plan
3. Ensure that the costs of any peer review completed on behalf of the Town in relation to a planning application be at the sole expense of the proponent.
  4. Encourage development proponents to consult with the Town prior to submitting development applications. The Town may adopt a by-law pursuant to Section 22(3.1)(b) of the Planning Act, as amended, to require such consultation.
  5. As part of the complete application requirements, proponents seeking Official Plan and Zoning amendments as well as approval of a plan of subdivision shall be required to identify a public consultation strategy at the time that the application is submitted. A public consultation strategy could include any or all of the following:
    - Speak to adjacent landowners directly about proposed development;

- Post signs within a common area (for multi-residential buildings and developments);
- Provide additional advertisement of the proposal and public meeting in a local newspaper (To be discussed with planning staff prior to initiating);
- Host an open house regarding the proposal;
- Other measures.

# Town of PRESCOTT OFFICIAL PLAN Schedule "A"




## LAND USE

- |   |                         |   |                    |
|---|-------------------------|---|--------------------|
|    | RESIDENTIAL             |    | DOWNTOWN CORE      |
|    | GENERAL COMMERCIAL      |    | EMPLOYMENT AREA    |
|    | HIGHWAY COMMERCIAL      |    | INSTITUTIONAL      |
|  | HIGHWAY 401 CORRIDOR    |  | PARKS & OPEN SPACE |
|  | R-1 SPECIAL POLICY AREA |   |                    |
|  | OTHER                   |   |                    |
|  | School                  |   |                    |
|  | Town Limit              |   |                    |
|  | St. Lawrence River      |   |                    |



THIS PLAN IS BASED UPON INFORMATION OBTAINED FEBRUARY 2016 FROM THE CENTRE FOR GEOGRAPHIC INFORMATION SYSTEMS (CGIS), PERTH, ONTARIO

SCALE: 1 : 12,500   
 ISSUE DATE: May 2018

# Town of PRESCOTT

## OFFICIAL PLAN Schedule "B"

### Transportation Plan & Municipal Services

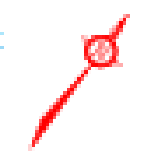


#### ROADS

- PROVINCIAL HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD
- Existing Road
- Future Road
- LOCAL ROAD
- CYCLING & PEDESTRIAN ROUTE
- Existing Route
- Future Route

#### MUNICIPAL SERVICES

- Intake Protection Zone 1 (IPZ 1)
- Intake Protection Zone 2 (IPZ 2)
- Water Treatment Plant
- Waste Water Treatment Plant
- Town Limit



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