



## TOWN OF PRESCOTT

## OFFICIAL PLAN

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AS ADOPTED BY TOWN COUNCIL – OCTOBER 2006



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## **PART I – INTRODUCTION AND OVERVIEW**

This Part of the plan outlines the purpose of the Official Plan and the process by which it was prepared, including community involvement. It also summarizes the growth and settlement pattern of the Town, the future vision for the community as determined by the public input, and the primary planning principles that provide the basis for the Official Plan and are necessary to achieve the community vision.

# 1. INTRODUCTION TO THE PLAN

## 1.1 INTRODUCTION

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 and set forth actions to be undertaken by the Town. 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 be consistent with the Official Plan, regular ongoing use of the Plan will be essential. The Plan is both general and long-range and builds on the accomplishments of the past while looking to the future as the Town continues to evolve and mature while maintaining its small town atmosphere.

## 1.2 PURPOSE OF THE PLAN

The Prescott Official Plan serves several purposes:

- It outlines a vision for Prescott’s long-range physical development that reflects the aspirations of the community while managing the effects of such development on the social, economic, and environmental well-being of the community;
- It provides strategies and specific implementing actions that will allow this vision to be accomplished;
- It establishes a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- It allows the Town, other public agencies, and private developers to coordinate and design projects that will enhance the character of the community;
- It provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning By-Law, Downtown Design and Guidelines, Community Improvement Plans, Capital Improvement Program, secondary plans, etc.; and
- It reflects and is consistent with the 2005 Provincial Policy Statement.

Provincial law requires that each municipality in Ontario prepare an official plan. An official plan is defined as containing “goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality.” In addition, an official plan may describe the measures and procedures proposed to attain the plan objectives. An official plan is essentially a municipality’s constitution for development since it provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made.

The policies contained in this Plan represent the minimum requirements for securing the health, safety, welfare, and convenience of Prescott inhabitants. And while the Official Plan is a legal document, it is not intended or to be interpreted to infringe in any way upon the statutory rights, powers, or prerogatives of any other legal jurisdiction, except as the Town has the legal authority to

do so. It is also important to note that the Official Plan does not, in itself, control or regulate the development of land by private interests. The Plan provides a basis for the passing of municipal by-laws, including the Zoning By-law, and the administration and evaluation of planning and other applications.

### 1.3 PLAN PROCESS AND COMMUNITY INVOLVEMENT

The Official Plan update project began in December 2004 and interviews with key stakeholders in the community were held soon after to identify some preliminary issues to be addressed by the Plan. In January 2005, a public visioning workshop was held to clarify direction for the Official Plan and for a *Downtown Design and Guidelines* study being completed in conjunction with the Plan (see Section 1.4 below). In February and March, hands-on public workshops were held to identify opportunities and create designs for enhancing the Downtown area. Community open houses in April and May on both the Official Plan and the Downtown Design followed the workshops as a means of informing participants and gathering additional input.

Once the Draft Official Plan and Downtown Design were completed, the documents were presented to Council in a community meeting for public review. Additional input received from the Town, the Province, and other stakeholders was incorporated into final versions of both documents, which were then formally adopted by Council in public hearing. As a result, this Official Plan reflects the desires, decisions, and work of Town staff, public officials, and the public for the future of Prescott.

### 1.4 DOWNTOWN DESIGN AND GUIDELINES

As noted, a *Downtown Design and Guidelines* study was completed in conjunction with the preparation of the Official Plan. The Downtown Design establishes a comprehensive program of façade improvement, sensitive infill development, adaptive re-use, and streetscape upgrading to enhance the character of Downtown Prescott. The Guidelines are intended to preserve the Downtown character by encouraging appropriate infill development that is sensitive to the historical nature of the area. The *Downtown Design and Guidelines* is an extension of the visioning and community priorities identified during the Official Plan update, while balancing the economic, physical, social, and financial realities of Downtown Prescott. The *Downtown Design and Guidelines* is to be used in conjunction with this Official Plan as it relates to development in the Downtown area.

### 1.5 GROWTH AND SETTLEMENT IN PRESCOTT

Founded in 1860, the Town of Prescott is one of the oldest communities in Canada. Home to approximately 4,200 residents, Prescott is located on the north shore of the St. Lawrence River approximately one hour east of Kingston and 30 minutes south of Ottawa. As with many older Ontario communities, Prescott was founded as an industrial town with the manufacture and shipping of various commodities. The Town's preferred waterfront setting, picturesque character, and key geographic location—at the interchange of Highways 401 and 416 and the bridge to the United States—are significant attributes that continue to shape the role and identity of Prescott in Eastern Ontario and beyond.

As noted in the Background Report to the Official Plan, the population of Prescott is in decline. A number of factors are associated with this decline, including an aging population, out-migration of young people, lack of significant immigration, and a general reduction in the size of families. Since

1991, Prescott has experienced a net population decrease of 283 people, or about 6.3 percent. It is estimated that the decline in population will level off in the next decade before increasing very slightly. The future population of the Town is an important consideration in this Official Plan as key principles of the Plan focus on enhancing the quality of life, creating a healthy and vibrant economy, and preserving the historic sense of place in the community. In order to achieve the goals and objectives associated with these Plan principles, the population of the Town must, at the very least, maintain itself in the long term.

## 1.6 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development in Ontario. The Statement is issued under authority of Section 3 of the *Planning Act*. During the course of the preparation of this Official Plan, the Province adopted a new Statement, which went into effect on March 1, 2005. In general, the Statement is more stringent in that municipal planning in Ontario “shall be consistent” with provincial policies. Previously, municipal planning efforts had to “have regard to” the provincial policies. New policy areas relate mostly to intensification in urban areas as a means of making better use of lands that are already serviced and promoting a more efficient land use pattern. Other benefits of this approach include economic diversification, employment located closer to housing, increased transit use, improved air quality, reduced energy use, and increased assessment revenue for municipalities.

The new Provincial Policy Statement will affect planning and development in all municipalities in Ontario both big and small. The policies in this Official Plan are consistent with those of the Statement and reflect the direction and intent of the new direction.

## 1.7 COMMUNITY VISION

As noted in Section 1.3, extensive public involvement was used to clarify a vision for the Town of Prescott, a vision that would serve as the framework for the community’s future. Based on stakeholder interviews, focus group discussions, and public meetings, the vision calls for the community to “consolidate, concentrate, and connect”:

- **Consolidate.** It is important to examine and inventory heritage quality buildings in Downtown to identify opportunities for adaptive re-use. By consolidating new uses in these Downtown buildings, the area becomes a more vital place that in turn attracts new business and residents.
- **Concentrate.** In addition to consolidating new uses in existing Downtown buildings, it is important to direct new commercial, residential, and public development opportunities to sites in Downtown. By filling in parking lots, under-used lots, and other gaps in the streetscape, redevelopment can revitalize Downtown while using land and municipal services more efficiently.
- **Connect.** It is important to reconnect the Downtown to the waterfront, which is an outstanding amenity to the community. This simple act can, over time, build on and enhance the character and historic sense of place that make Prescott what it is today.

## 1.8 PRIMARY PLAN PRINCIPLES

Based on the vision for Prescott as determined by the public involvement process, and on the analysis of existing conditions and future potential, a series of primary principles were established as the basis for the direction provided for in this Official Plan. Not only do these principles support the community vision to “consolidate, concentrate, and connect” but also they permit the identification of specific opportunities for the community to achieve the vision. These opportunities are embodied in the policies and implementation measure that comprise this Official Plan.

There are seven primary plan principles that provide the policy framework for this Official Plan. It is worth noting that these principles are highly integrated: no one principle is more important than any other and each principle must be considered in light of the others. These principles include:

- **Preserve Prescott’s Quality of Life.** A large part of what makes Prescott a great place to live and work is the fact that it is a safe and friendly community with a high level of recreation and cultural amenity. The Official Plan strives to further enhance this important characteristic of the community.
- **Recognize the Importance of a Healthy and Vibrant Downtown.** Downtown should be the preferred location for new commercial and residential activities not only to ensure Downtown remains the primary economic generator in the community, but also to enhance the contribution of the area to Prescott’s unique sense of place.
- **Recognize Prescott’s History and Protect Heritage Buildings.** The history of Prescott is reflected in the various buildings and monuments that exist in the community. The Official Plan is aimed at promoting these historic elements of the community as a means of ensuring their preservation and continued contribution to the quality of life in Prescott.
- **Promote Tourism as a Key Component of the Local Economy.** Prescott’s industrial past is unlikely to be a significant part of its economic future. As such, it is important for the Town to grow and promote other sectors of the local economy. This Official Plan encourages new business and development opportunities that support tourism while ensuring that such opportunities provide local benefits and amenities for the community.
- **Pursue Economic Development and Employment Opportunities.** An important part of achieving the community vision is the pursuit of economic development and employment in Prescott. The Town’s low cost of living, high quality of life, and high level of access are key to this effort, and this Official Plan provides the resources necessary to support it.
- **Facilitate Population Growth.** The recent decline in the population of the Town is a concern that must be addressed in the Official Plan. A stable population is needed to support the local economy and the quality of life encouraged by this Official Plan.
- **Adopt Sustainable Practices.** None of the principles above will contribute fully to the community vision supported by the Official Plan without ensuring that Prescott is developed in a sustainable manner. Environmentally sensitive areas need to be identified and protected and future development must make efficient use of existing infrastructure.

## 1.9 PLAN ORGANIZATION

This Official Plan is organized into five main parts.

- **Introduction and Overview.** This Part of the plan outlines the purpose of the Official Plan and the process by which it was prepared, including community involvement. It also summarizes the growth and settlement pattern of the Town, the future vision for the community as determined by the public input, and the primary planning principles that provide the basis for the Official Plan and are necessary to achieve the community vision.
- **Land Use.** This Part of the plan establishes the Town's land use strategy and provides the physical framework for development in Prescott. It establishes policies related to the use, location, and intensity of development. It also specifies how development in the Town should be implemented with respect to its compatibility with existing uses. Also included are specific policies and standards related to urban design and economic development.
- **General Development.** This Part of the plan addresses a number of policy issues that relate to the use of land across Prescott, including economic development, environmental management, waterfront development, heritage conservation and preservation, housing, community improvement, transportation corridors, and jurisdictional coordination.
- **Community Services.** This Part of the plan provides the various standards and proposals for public facilities and services, such as public utilities and traffic and circulation.
- **Implementation.** This Part of the plan provides the policies and direction on how the Official Plan will be implemented and kept current over time.

## 1.10 POLICY STRUCTURE

Each section of the Official Plan includes brief background information to establish the context for policies in the section. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. 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 establishment of new ones.

Together, the goals and policies articulate and implement the community vision for Prescott to "consolidate, concentrate, and connect." The policies also provide protection of the Town's resources by establishing planning requirements, programs, standards, and criteria for project review. 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 in Official Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referred.

## PART II – LAND USE

This Part of the plan establishes the Town's land use strategy and provides the physical framework for development in Prescott. It establishes policies related to the use, location, and intensity of development. It also specifies how development in the Town should be implemented with respect to its compatibility with existing uses. Also included are specific policies and standards related to urban design and economic development.

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

## 2. 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.

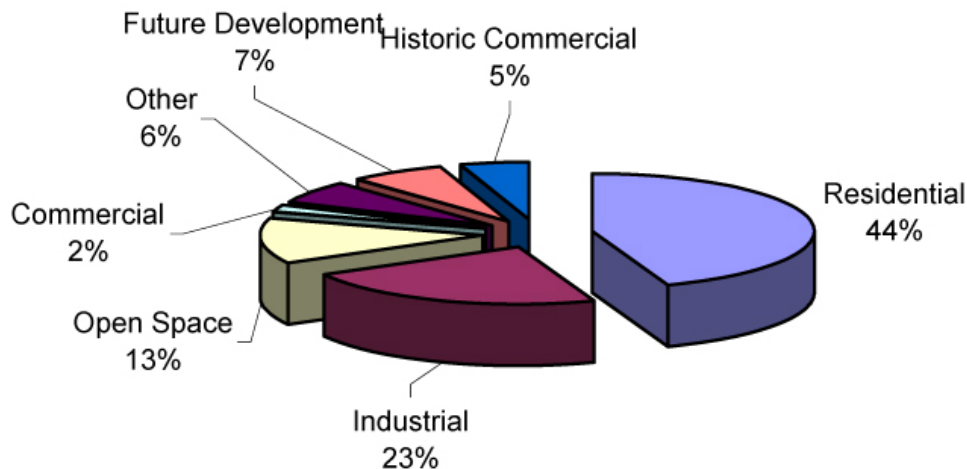
### 2.1 LAND USE PATTERN

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 that leads into Prescott from Highway 401. Some larger-scaled commercial uses are beginning to locate in the area of the Highway 401/Edward Street interchange.

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 Town does not yet have the capability to determine the existing land area of each land use in the municipality, it is worth summarizing how Prescott’s existing 1991 Official Plan designates land use in the Town as a means of highlighting the differences between it and the new Official Plan. The existing Official Plan land use is illustrated in Figure 1.

**Figure 1: Existing Land Use in Prescott**



Of the approximately 520 hectares within the Town Limits, the existing Official Plan designates about 226 hectares (44 percent) of the land area as residential. It is worth noting that non-park and open space related public uses in the Town, such as schools and the Town offices, are also designated residential which inflates somewhat the area of the designation. Industrial land accounts for 115 hectares (23 percent) of the Town's land area and is largely focused north of the CN Railway line west of Edward Street. The Open Space designation accounts for about 65 hectares (13 percent) of the land area. This designation has a significant impact on defining Prescott's urban form, 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 Highway 2.

About 35 hectares (7 percent) is designated for future development. This area is located in the northeast quadrant of the Town north of Highway 401 and east to the Town Limit. Transportation accounts for 33 hectares (6 percent) of the Town area, due largely to land consumed by Highway 401 and the CN Railway line through the Town. Commercial designations in the Town represent a fairly small portion of the total land area with the historic commercial designation measuring 26 hectares (5 percent) and general commercial at 10 hectares (2 percent). The historic commercial designation includes the Downtown area while general commercial lands are concentrated along Edward Street south of the high school.

While the majority of land area beyond the Town Limits in neighbouring municipalities is currently undeveloped, these lands are designated for future development. In Augusta Township to the west, lands abutting the southwest Town Limit are designated for residential development. The remaining Township lands abutting the Town Limit are designated for rural activities. In Edwardsburgh/Cardinal to the east, the Prescott Golf Club and the hamlet of New Wexford abut the Town Limit south of the CN Railway line. North of the railway line, the remaining Township lands abutting the Town Limit are designated for industrial development.

## 2.2 OFFICIAL PLAN MAP AND LAND USE DESIGNATIONS

### 2.2.1 LAND USE FRAMEWORK – THE MAP

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 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 abbreviates the land use designations described below, which represent an adopted part of the Official Plan.

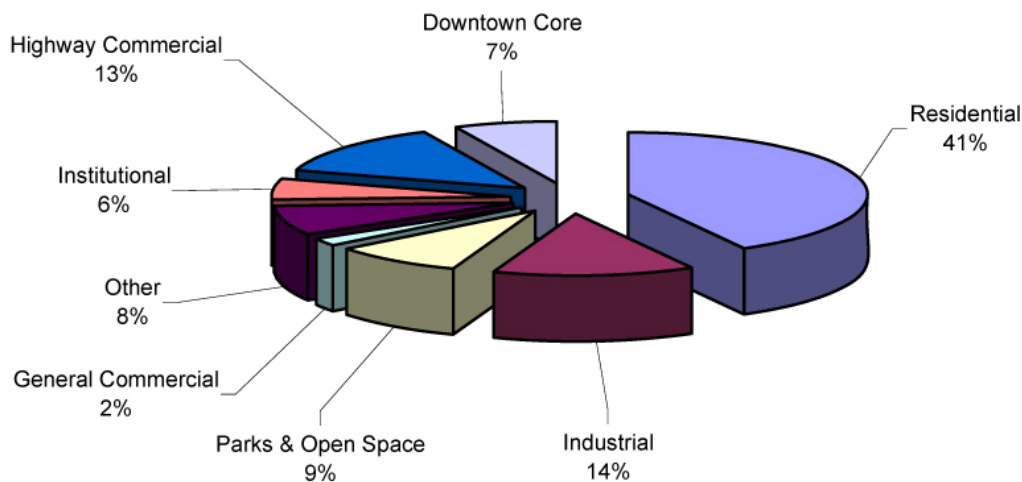
### 2.2.2 LAND USE FRAMEWORK – THE DESIGNATIONS

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. More detailed provisions and standards in future zoning regulations consistent with the Official Plan may reduce development potential within the stated ranges. The proposed Official Plan land use is illustrated in Figure 2.

**Figure 2: Proposed Official Plan Land Use**



**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 (townhouses), and duplexes. Typical lot sizes range from between 270 square metres (2,900 square feet) and 560 square metres (6,000 square feet). This designation may also include small neighbourhood-serving commercial uses (corner stores) and small school and park sites. This designation encompasses 203 hectares (41 percent).

**General Commercial**

Larger-scaled 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 9 hectares (2 percent).

**Highway Commercial**

Large-scale community, region, 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-scaled 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. This designation encompasses 65 hectares (13 percent).

**Downtown Core**

This mixed use designation is intended to focus retail and commercial services and residential development in Downtown Prescott. Although single-use commercial and residential development is permitted, typical development in this designation will include a mix of uses with retail uses located on the ground floor, non-retail commercial uses (offices and personal services) on the second floor, and residential on upper floors. 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 34 hectares (7 percent).

**Industrial**

This designation permits industrial development 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 occur within large enclosed buildings. Land uses could include warehousing and storage, freight forwarding, light manufacturing and assembly, research and development, communications, printing and publishing, and building supply. 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. Industrial development should be buffered and screened, as appropriate, from adjacent non-industrial land uses. This designation encompasses 67 hectares (14 percent).

**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 cemetery. The open nature of these areas, and their proximity to parks and open space lands, means that 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, and elementary schools, are not included in this designation 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. Maintenance facilities are typically located in industrial areas, and parks and recreation facilities are designated Parks and Open Space. Building intensities should generally not exceed 0.25 FAR. This designation encompasses 27 hectares (6 percent).

### **Parks and Open Space**

Public and private recreation areas and facilities as well as land held in its natural vegetative state or protected from development, including agricultural land. Land uses could include active and passive parks, community centres, other recreation facilities (pools, arenas, etc.), golf courses, nature and interpretive facilities, etc. Building intensities should generally not exceed 0.1 FAR. This designation encompasses 43 hectares (9 percent).

### **Other**

The remaining 38 hectares, or about 8 percent of the total land area in the Town, 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.

## **2.3 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 townhouses and apartments, are 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.

### **2.3.1 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 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.

### **2.3.2 POLICIES**

1. Maintain residential neighbourhoods for lower density residential development of up to 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 and semi-detached dwellings such as duplexes and townhouses.

2. Permit a variety of residential uses in residential neighbourhoods, such as assisted and special needs housing, senior housing, and nursing homes, in order to meet the full range of community housing needs.
3. 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.
4. Ensure that all new residential development, including infill residential development in existing neighbourhoods, maintains or enhances the surrounding area and is compatible with respect to built form, scale, urban design, and streetscape.
5. Ensure that all new residential development, and infill residential development 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.
6. 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 to access schools, parks, shopping, and work places as a means of integrating new development in 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.
7. Protect new residential development that abuts lands designated Industrial, Highway Commercial, and Transportation 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 non-residential lands should comply with any Provincial policies and guidelines governing separation distances.
8. Provide public facilities, services, and other amenities within close proximity to residents that are of high quality so to promote their use and enhance neighbourhoods.
9. Require that a stormwater management plan be prepared and submitted with any application for a plan of subdivision.

## 2.4 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. 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.

#### 2.4.1 GOALS

1. Support a diverse range 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.

#### 2.4.2 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 infill commercial development 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. 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. Discourage “strip” 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, undergrounding 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 area – 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, 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 for larger scale development.

*General Commercial*

12. 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 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).
13. 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*

14. 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 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).
15. Permit a diverse range of land uses, including: general retail stores (home improvement, furniture, department stores, electronics, discount goods); entertainment; grocery stores; commercial lodging; automotive sales and services; and gas stations. Some outdoor storage may be permitted.
16. Discourage smaller-scaled retail and service commercial development less than 465 square metres (5,000 square feet) that would be more appropriately located in the General Commercial or Downtown Core designations from locating in the Highway Commercial designation.
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 land use, access in interchange areas, traffic, stormwater management, structures and signage, lighting, buffering, and screening may require Ministry approvals and permits.

## 2.5 DOWNTOWN CORE

As noted in Section 1.8 of the Official Plan, one of the seven primary plan principles is to recognize the importance of a healthy and vibrant downtown. As such, the Plan identifies Downtown as the preferred location for new commercial and residential activities and the primary economic generator in the community. Downtown provides a place to work, live and shop in Prescott. It is a primary contributor to the identity and image of the Town and is key to achieving the community vision to “consolidate, concentrate, and connect”. By mixing land uses and re-using heritage quality buildings

in 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 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 encourage a healthy and vibrant Downtown.
3. Support the preservation and adaptive re-use of existing heritage buildings Downtown while encouraging appropriate infill development.
4. Encourage tourism and culture in Downtown based on the proximity of historic Fort Wellington and the waterfront.
5. Emphasize the preservation of the waterfront area and strengthen the link between it and 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 should 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 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 (8 metres) and 4 stories (15.25 metres). 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: 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 historical nature of Downtown.

#### *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. Discourage use of the ground floor in new and existing mixed use buildings for residential purposes. Professional office and other non-retail uses are also encouraged to locate on upper floors so as to preserve the ground floor for pedestrian-oriented retail and personal service uses.
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 Downtown and 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 for the Downtown Core in the *Downtown Design and Guidelines* report, including the Façade Improvement Program, Market Square, and Waterfront Park. The report prioritizes a range of projects over a 15-year timeframe.
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 historical nature of 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;
  - New commercial construction and remodeling 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 regulation 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 Downtown 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, such as the Jeunesse Musicales and the St. Lawrence Shakespeare Festival, and by encouraging new festivals and events that will attract visitors to the Downtown Core.

#### *Waterfront*

18. Recognize the importance of the waterfront as an important part of the Downtown Core and as a contributor to the economic success of Downtown businesses.
19. Emphasize the preservation of 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 with free shuttles, etc. It is important that vehicle access and parking in Downtown be carefully balanced with the provision of good pedestrian-oriented access and amenity.

## 2.6 INDUSTRIAL DEVELOPMENT

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 generally located north of the CN Railway line west of Edward Street. A new industrial development area has been established north of Highway 401 and west of its interchange with Edward Street; however, development in this area will not occur until municipal services are extended. 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 industrial development in Prescott are outlined below.

### 2.6.1 GOALS

1. Support a diverse range of industrial 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. Encourage industrial development that is located with like uses, is carefully designed to minimize off-site impacts, and is adequately serviced by infrastructure.
3. Ensure the compatibility of industrial development with surrounding neighbourhoods while permitting such development the opportunity to expand as needed.
4. Prevent industrial uses from detracting from the image and character of the Town.

### 2.6.2 POLICIES

1. Provide sufficient industrially-designated land to meet the need for industrial space and services that can be supported by local residents, businesses and workers.
2. Permit a diverse range of land uses in industrial areas, including: warehousing and storage; freight forwarding; light manufacturing, assembly, and processing; research and development; communications; utilities; transportation; printing and publishing; and building supply. An accessory dwelling for the owner or operator of an industrial use (caretaker residence) may also be permitted, where compatible.
3. Permit non-industrial secondary uses in industrial areas, provided such uses:
  - Are commercial or open space related uses;
  - Are ancillary to the primary use;
  - Comprise no more than 10 percent of any single industrial building; and
  - Will not interfere with existing industrial activities or limit future industrial expansion opportunities.
4. Recognize that while most industrial uses will typically occur within enclosed buildings, some outdoor operations and storage may be necessary.
5. Ensure that all new industrial development, and infill industrial development 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. Access to industrial development from residential streets is prohibited.
6. Prevent the encroachment of incompatible land uses on industrially-designated areas to protect future industrial expansion opportunities and minimize the potential for future development conflicts.
7. Ensure compatibility between industrial development and surrounding neighbourhoods by establishing setbacks in accordance with Ministry of the Environment 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.

9. 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.
11. Consider relocation of the Town's corporation yard on Sophia Street to another Industrial location for the purposes of encouraging residential development on lands north and east of the site and reducing a potential land use conflict with such future development. Relocation would also improve the use and aesthetics of the parkland to the south and permit better integration of the parkland with the future residential neighbourhood.
12. Consider the industrially-designated area north of Highway 401 for campus-style industrial and office development with high quality design in keeping with the adjacent Highway Commercial gateway area to the east. Such development would require the establishment of a clear identity for the area by means of entry features, streetscape, signage, lighting, landscaping, and architecture.
13. Require site plan approval for all new industrial development in the Town, including the preparation of a stormwater management plan for larger scale development.

## 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 cemetery. 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 cemetery, 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 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 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 or bicycle paths, or open space as a means of integrating new development in 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.
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 residential neighbourhoods by buffering and screening new development. Potential off-site impacts to be minimized could include noise and light.
5. Ensure that all new institutional development, and infill institutional development 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. Access to institutional development from residential streets should be avoided.
6. 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.
7. Require site plan approval for all new institutional development in the Town, including the preparation of a stormwater management plan for larger scale development.

## 2.8 PARKS AND OPEN SPACE

Park 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 Highway 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. 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 of Town residents.
2. Protect significant natural features in the Town.
3. 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 Prescott residents.

### 2.8.2 POLICIES

1. Permit a range of land uses in park and open space areas, including: community centers; 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. Complete detailed design for the Waterfront Park proposed as a priority project for the Downtown Core in the *Downtown Design and Guidelines* report and complete the priority projects associated with the design as funding permits.
3. Consider the preparation of a Parks Master Plan for the Town to establish a park classification scheme, determine the amount of parkland to be provided in the Town, and identify a distribution of parkland by park type. The majority of new parkland in the Town is likely to be acquired by the Town through the development approval process as parkland dedication.
4. Provide an adequate supply and equitable distribution of parks and open space land, and support a wide range of recreation 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 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.
6. 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.

7. 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.
8. Consider acquisition or alternative means of maintaining existing parkland levels if a school property is declared surplus for educational purposes.
9. 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.
10. Work with Kriska Holdings Ltd. to ensure the future use of its lands at Churchill West and Sophia as parkland. This could include acquisition of the property by the Town, modification of the existing agreement between Kriska Holdings Ltd. and the Town to guarantee the continued use of the property for parkland, or alternative means. At such time that an agreement is reached, Council shall amend the Official Plan to re-designate the land from Industrial to Parks and Open Space.
11. Work with other levels of government and agencies to coordinate strategies and funding opportunities to acquire and preserve parks, open space areas, and significant natural features, and establish trails, particularly along the waterfront.
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.

## PART III – 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 II. Such issues include economic development, environmental management, waterfront development, heritage conservation and preservation, housing, community improvement, transportation, and jurisdictional coordination. These policies are intended to be used in conjunction with the land use policies in Part II, and with the other policies of this Plan.

### 3. GENERAL DEVELOPMENT

#### 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 and a key element in the community vision to “consolidate, concentrate, and connect.”

##### 3.1.1 GOALS

1. Continue the commitment to local economic development in Prescott by supporting tourism, commerce, and industry in the Town.
2. Focus economic development efforts on the community vision to “consolidate, concentrate, and connect.”

##### 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, such as the Jeunesse Musicales, Festival of the St. Lawrence, and the St. Lawrence Shakespeare Festival, and by encouraging new festivals and events that will attract visitors to the Town.
3. Continue to recognize Downtown as the focal point 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 Waterfront 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.
7. Continue to protect the social and environmental well-being of the community in the pursuit of economic development efforts.
8. Work with the Prescott and District Chamber of Commerce, United Counties of Leeds and Grenville, neighbouring municipalities, and provincial agencies on local and regional economic development initiatives that benefit the Town.

## 3.2 ENVIRONMENTAL 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 is also recognized 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.

### 3.2.2 POLICIES

#### *Environmental Impact*

1. Ensure that potential environmental impacts resulting from proposed development are considered during the application process. Any adverse impacts deemed excessive will be addressed by the applicant prior to any approval by the Town.

#### *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 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.

#### *Potential Environmentally Significant Areas*

3. Identify any significant natural features in the Town that are worthy of preservation and protection from development, such as watercourses, St. Lawrence River shoreline, wetlands, woodland areas south and east of the Canadian Shield, or lands upon which development must be carefully considered.

4. Require that a study to determine the environmental value of a site identified as a Potential Environmentally Significant Area be prepared and submitted with any application for proposed development on such identified sites. The study shall also identify any potentially significant adverse environmental effects of the proposed development. This requirement includes any site in the Town identified as potentially significant on mapping prepared by or on behalf of another public agency, such as the woodland valuation mapping completed by the Eastern Ontario Model Forest.
5. Encourage property owners and other public agencies to enter into voluntary agreements regarding the protection of natural features.

#### *Contaminated Sites*

6. Encourage the rehabilitation and redevelopment, as appropriate, of any potentially contaminated site having the potential for adverse effects on human and/or the natural environment.
7. 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.
8. Require that further technical studies be undertaken where a study completed per Policy 3.2.2.7 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*.
9. Require the clean-up and rehabilitation of any site determined to be contaminated as a condition of approval of any development application on such a site. 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*

10. Require that a study to determine the 100-year flood level be prepared and submitted with any application for proposed development along the waterfront below King Street. The purpose of the study will be to determine whether the development site is located within the 100-year flood zone of the St. Lawrence River and whether the associated

hazards of wave uprush and dynamic beach are present. No mapping of the 100-year floodplain for the Town exists as Prescott is not within the limit of any Conservation Authority.

#### *Environmental Impact Statements*

11. Ensure that the preparation of an Environmental Impact Statement (EIS) where required by the policies of this Official Plan be completed by a qualified professional for the purposes of:
  - Defining the nature and the boundaries of any significant features, 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; and
  - 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*

12. Require the submission of a landscape and/or tree planting plan as part of any development application that requires site plan approval.
13. 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.

### 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 importance of 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. Preserve the waterfront area and strengthen the link 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, including the Waterfront Park. The report prioritizes a range of projects over a 15-year timeframe.
3. Complete detailed design for the Waterfront Park proposed as a priority project for the Downtown Core in the *Downtown Design and Guidelines* report and complete the priority projects associated with the design as funding permits.
4. 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 historical 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;
  - Parking facilities; and
  - Waterfront park design.
5. Maintain and enhance public access to the waterfront, particularly in the Downtown Core, for any development and redevelopment projects, as appropriate.
6. 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.
7. 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.
8. Require site plan approval for all new waterfront development in the Town.

## 3.4 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 preferred place to live, work, and shop. It is important then, that 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

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. Consider establishing a Heritage Committee to assist 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. The report prioritizes a range of projects over a 15-year timeframe.
7. 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 historical nature of 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.
9. Work with the Ministry of Culture 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.
10. 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.
11. 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 the Town and the Ministry of Culture 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.
12. 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.
13. Work with the Ministry of Consumer and Business Services where an identified marked or unmarked cemetery is affected by development in the Town. The provisions of the Ontario Heritage Act and Ontario Cemeteries 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 of 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 units available through lands zoned to facilitate residential intensification and redevelopment, and lands in draft approved and registered plans of subdivision. Sufficient servicing capacity must exist to support such residential development.
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 accessory units.
4. While the *Affordable Housing Strategy for United Counties of Leeds & Grenville* does not require the Town to produce additional affordable housing units, it is the intent of Council that such production will be encouraged, as appropriate.
5. Encourage the provision of non-profit housing by private and non-profit housing corporations. Such housing shall:
  - Be distributed across the Town to prevent concentration;
  - 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*

6. 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.
7. 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*

8. 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. The Town may identify homes licensed under certain acts for specific locations. Such homes shall be licensed under one of the following acts:
  - Charitable Institutions Act;
  - Child and Family Services Act;
  - Children’s Residential Services Act;
  - Correctional Services Act;
  - Developmental Services Act;
  - Homes for Special Care Act;
  - Homes for The Aged and Rest Homes Act;
  - Mental Hospitals Act;
  - Ministry of Health and Long-Term Care Act; and
  - Young Offenders Act.
9. Prevent the undue concentration of group homes by incorporating minimum distance separation requirements in the Zoning By-law. Such requirements shall generally be limited to a minimum distance of 500 metres between each group home.
10. Require that group homes in the Town are distributed to prevent concentration, maintain or enhance the surrounding area, and are compatible with respect to built form, scale, urban design, and streetscape of the surrounding area.
11. 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.
12. Require site plan approval for all group home development in the Town.

*Home Occupation*

13. 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 employees;
  - 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.

*Bed and Breakfasts*

14. 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*

15. Support the establishment of garden suites on the same lot as single family detached dwellings, provided:
- The suites represent single dwellings, are portable in nature, are fully serviced, and are ancillary to the principal residence;
  - The suites are intended to house those who are generally capable of living independently but who by the virtue of their age or a disability require the support of others to live on their own;
  - 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.

## 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 policies of this section of the Official Plan are intended to make possible the designation of a community improvement project area and the preparation of a community improvement plan for the designated area, 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*

1. 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 Criteria*

2. 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.
  - 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;
  - 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 Downtown and the waterfront, that provide an opportunity for tourism, and which could benefit from protection and enhancement.

#### *Implementation Measures*

3. 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 and adoption of community improvement plan for the area;
  - Acquisition of land within a community improvement project area, 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 the community improvement plan;
  - 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 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 in neighbourhoods that surround Transportation corridors carefully consider means of minimizing these impacts. Refer to Section 4.1: Traffic and Circulation, for the goals and policies for the municipal circulation 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 transportation facilities in the Town on quality of life in surrounding neighbourhoods.
3. Minimize the adverse impacts of transportation facilities on new development in the Town, and on existing development where possible.

### 3.7.2 POLICIES

1. Minimize land use conflicts between new development and transportation corridors in the Town.
2. Protect new development in neighbourhoods that surround transportation corridors and minimize the potential off-site impacts of activities 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, 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 MOE noise criteria. For new noise-sensitive development within 100 metres of Highway 401 or the CN Railway corridor, a feasibility noise study will be required to determine whether it possible to achieve the MOE 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 detailed or feasibility noise 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 surrounding 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 may require Ministry approvals and permits. Refer to Section 4.1 for policies relating to Highway Commercial development.

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 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 and comprehensive manner.

### 3.8.1 GOALS

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

### 3.8.2 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 features (see policies in Section 3.2);
  - 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 unit (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).

## PART IV – 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 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. COMMUNITY SERVICES POLICIES

### 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 physically challenged.

##### *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, Primary Collectors, Local Roads, and Cycling and Pedestrian Routes, as follows (refer to Schedule B: Transportation Plan):

- **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 adjacent to Provincial Highways is subject to permit under the Public Transportation and Highway Improvement Act and approval from the Ministry of Transportation. Such approval could consider the anticipated traffic volumes of the proposed development and the treatment of calculated stormwater runoff. Highway 401 through the Town is classified as a Provincial Highway.
- **Arterial Roads** are roadways of 2 and 4 lanes 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 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 26 to 36 metres and direct access to abutting properties is generally permitted.
- **Local Roads** provide land 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 Potential Future Routes/Extensions 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. Require an amendment to this Plan for the establishment of arterial and collector roads not indicated in Schedule B: Transportation Plan.
11. 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.

12. Consider potential environmental impacts when evaluating transportation improvements, including public safety, quality of life, and protection of environmental resources.
13. Maximize the effectiveness of Town transportation plans and programs by coordinating local plans with neighbouring municipal and Provincial initiatives.
14. Provide active input in the planning of regional and Provincial transportation facilities and services.

#### *Development*

15. 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.
16. Review and evaluate existing street standards to determine if reduced roadway and right-of-way width standards are appropriate.
17. 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*

18. Require adequate off-street parking for all development in the Town per the standards in the Zoning By-law.
19. 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.
20. 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 and subject to an evaluation by the Town. Parking areas should be located within 50 metres of buildings they are intended to serve.
21. 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.
22. Require disabled parking in locations nearest to building entrances.
23. Encourage the screening of parking areas along commercial and residential streets by means of low planting areas.

#### *Walking*

24. 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.

25. Support and enhance more pedestrian-oriented streetscapes in the Town, particularly on Edward Street and in the Downtown Core.
26. Review and evaluate existing street standards to determine if more pedestrian-oriented standards are appropriate. Traffic safety will be considered.
27. Encourage safe and efficient pedestrian access to parks and recreation facilities, open space, and the waterfront.
28. Consider pedestrian orientation and amenities in the review of all development applications.

#### *Cycling*

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

#### *Trucks*

31. 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.
32. 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.
33. Direct land uses that generate significant truck and commercial traffic to industrial and shopping areas on arterial roads and to areas near the Highway 401/Edward Street interchange.
34. 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 UTILITIES

Development in the Town requires various public and private utility services 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

1. Require that all new development in the Town proceed on full urban services (piped water, sanitary sewers, and stormwater systems).
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, and road and sidewalk rehabilitation.
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.

### 4.3 WASTE MANAGEMENT

Solid waste management is a major concern in Ontario. The Provincial Government has set a goal of diverting 60 percent of Ontario's waste from disposal by the end of 2008. While the waste diversion strategy is not yet finalized, it is important that all municipalities work with their collection service 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. Garbage, recycling, and compost material are picked up by a designated hauler and taken to a sanitary landfill nearby. There is no sanitary landfill site within the Town.

#### 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 remodelled 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.



## PART V – 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 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. IMPLEMENTATION POLICIES

### 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 subdivision, condominiums, site plans, and building conform with 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 regulatory framework necessary to implement the Official Plan.

#### 5.2.1 GOALS

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

## 5.2.2 POLICIES

### *Zoning By-law*

1. Complete a comprehensive review of the Town's Zoning By-law following 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 with 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 area within the 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 service 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 should include:

- Open space;
- Water;
- Sanitary sewer;
- Stormwater management;
- Road infrastructure and widening; and
- Other utilities.

*Minor Variance*

20. Grant an application for minor variance 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 lots will be created;
- 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 usually 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 this 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*.

#### *Property Conditions*

27. 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.
28. 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.
29. 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.
30. 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.

## 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 GOALS

1. Provide guidance in the management of legal non-conforming uses in the Town interpretation of 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
  - Meet 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.

#### *Agency Names and Responsibility*

4. 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*

5. 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 reference, such lists are intended to indicate the possible range of requirements, land uses, considerations, issues, or other reference. 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 at least once every 5 years and 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 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 with 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.

### 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.

#### *Finance*

3. Strive to maintain a balanced taxable assessment ratio between residential and non-residential consistent with long term municipal financial planning.

4. 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.
5. Ensure that the cost of providing additional facilities and services not associated with growth are funded from taxation, user fees, or other appropriate methods.
6. 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.
7. 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.
8. Continue to monitor the fiscal impact of growth and development and ensure that current objectives and policies reflect changing fiscal circumstances.
9. 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.

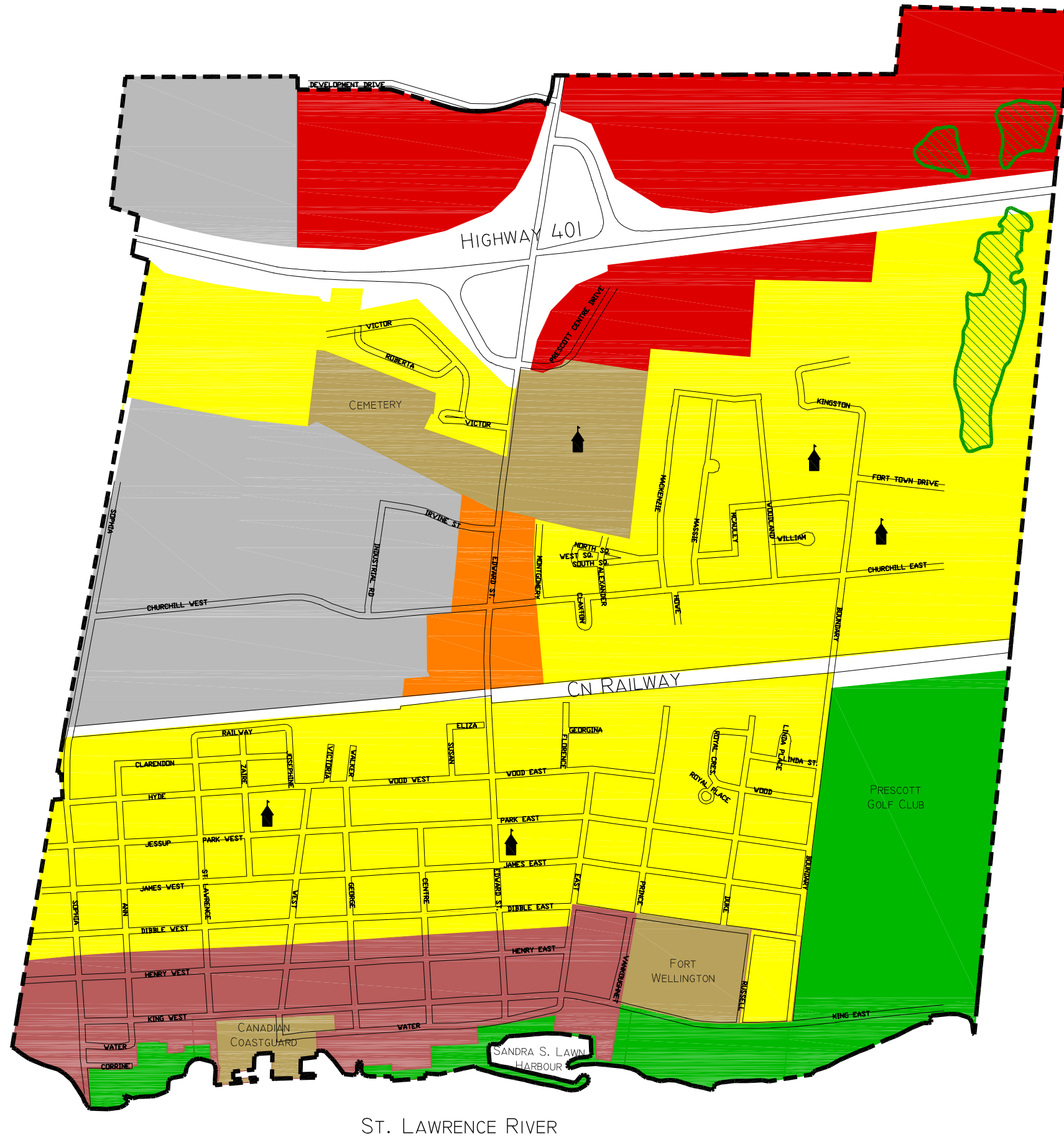


**SCHEDULE A: OFFICIAL PLAN MAP**














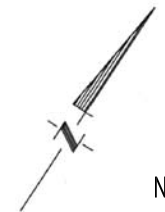
# Town of Prescott Official Plan

## Schedule A: Official Plan Map



### LEGEND

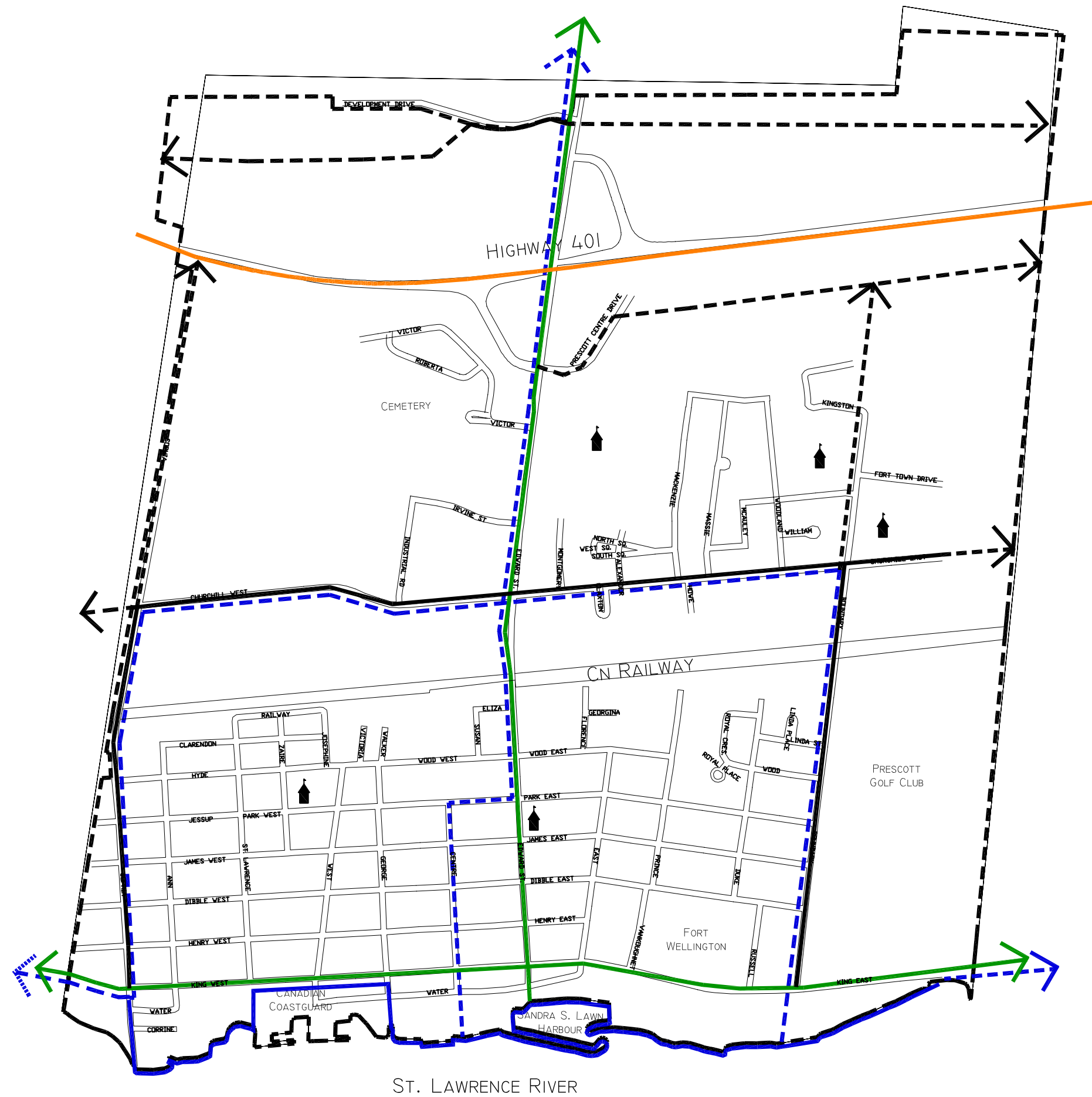
-  Residential
-  General Commercial
-  Highway Commercial
-  Downtown Core
-  Industrial
-  Institutional
-  Parks & Open Space
-  Other
-  Town Limit
-  Schools
-  Potential Environmental Significant Area












Not To Scale

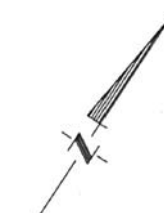


# SCHEDULE B: TRANSPORTATION PLAN



**LEGEND**

-  Provincial Highways
-  Arterials
-  Collector Roads
-  Local Roads
-  Cycling & Pedestrian Routes
-  Existing
-  Potential Future Routes/Extensions
-  Schools
-  Town Limit



ST. LAWRENCE RIVER