





# Contents

- 1. Executive Summary ..... 1**
- 2. Introduction ..... 6**
- 3. Environmental Scan ..... 11**
  - 3.0 Assessment of Study Area ..... 12
  - 3.1 Assessment of Focus Area ..... 15
- 4. Summary of Relevant Studies and Governing Policies..... 16**
  - 4.0 Township of Augusta ..... 17
  - 4.1 Town of Prescott ..... 22
  - 4.2 Economic Baseline Analysis ..... 27
  - 4.3 Municipal Servicing Studies ..... 28
  - 4.4 Regional Studies ..... 30
- 5. Inventory of Vacant/Underutilized Lands and Infill/Expansion Opportunities ..... 34**
  - 5.0 Township of Augusta ..... 37
  - 5.1 Town of Prescott ..... 39
- 6. Current Servicing/Utility Conditions and Capacity ..... 43**
  - 6.0 Existing Infrastructure ..... 44
- 7. SWOT Analysis..... 47**
  - 7.0 Focus Area ..... 49
  - 7.1 Cost for Expansion of Services North of Highway 401 ..... 51
  - 7.2 Extension of Municipal Services West into Augusta (Study Area) ..... 52
  - 7.3 Summary of SWOT Analyses Considerations ..... 55
- 8. Stakeholder Interviews and Utility Provider Consultations ..... 57**
  - 8.0 Township of Augusta ..... 58
  - 8.1 Town of Prescott ..... 59
- 9. Literature Review, Shared Services, and Case Studies..... 61**
  - 9.0 Introduction..... 62



9.1	Case Studies of Service Extensions .....	62
9.2	Draft Terms and Conditions .....	69
<b>10.</b>	<b>Demand Forecasting .....</b>	<b>70</b>
10.0	Trade Area .....	72
10.1	Demand Forecasts .....	73
<b>11.</b>	<b>Development Options.....</b>	<b>76</b>
11.0	Opportunities within Existing Focus Area (North of Prescott) .....	78
11.1	Opportunities within Study Area.....	79
<b>12.</b>	<b>Implementation.....</b>	<b>87</b>
12.0	Infrastructure Upgrade / Extension Requirement .....	88
12.1	Planning Approvals Roadmap.....	95
12.2	Costs of Preferred Option.....	101
<b>13.</b>	<b>Conclusion.....</b>	<b>108</b>

List of Appendices

Appendix A – Shared Service Agreements

Appendix B - Figures



# EXECUTIVE SUMMARY



The Town of Prescott and the Township of Augusta (“the partner municipalities”) have united to develop:

- Two separate and distinct individual 5-year Economic Development Strategies; and
- A Joint Land Development/Needs Analysis.

This document represents the Land Development/Needs Analysis.

To support this policy, the partner municipalities wished to complete a land development/needs assessment of a study area, with the outer boundaries being County Road 15 to the west; the St. Lawrence River to the south; County Road 26 to the north; and the municipal boundaries of Augusta and Prescott to the east. Commercial and industrial economic development in Augusta and Prescott is expected to occur in this anticipated employment lands area primarily. Identifying priorities and servicing requirements to facilitate the development of vacant/underutilized lands located in the project study area will be the key focus of this analysis. The partner municipalities have also established a special focus area to investigate a municipal servicing extension to these lands and facilitate development/investment attraction.

An environmental scan of the study area and focus area was undertaken in order to gain a deeper understanding of the lands’ existing features and uses, which would, in turn, inform the rest of this assessment. The study area was found to include some existing settlements, in particular Prescott, as well as Maitland, Maynard, and Riverview Heights. Residential homes are also concentrated along County Road 2, in proximity to the St. Lawrence River. The Maitland Chemical Park is also located within the study area’s boundaries. A significant portion of the study area lands is rural in nature, with several natural heritage features, including wetlands, woodlands, and organic soils. The focus area, meanwhile, is located immediately to the north of Highway 401, with a portion of the focus area lands in Prescott and another portion located in Augusta. The focus area is rural in setting, with a variety of uses and natural heritage systems.

Relevant existing or upcoming municipal, regional, and provincial studies and policies that currently apply to the partner municipalities are also analyzed, particularly with respect to how they may influence growth in the study area and focus areas. Lands in Augusta immediately to the west of Prescott are a designated Settlement Area, where development is to be particularly concentrated, whereas the focus area is not. Constraints identified by existing and draft policies include natural heritage systems, Intake Protection Zones, and minimum setbacks from interchanges for new streets and driveways.

Informed by the environmental scan of the study area and focus area and the review of applicable studies, this report prepared an inventory of vacant and/or underutilized lands within the study area and focus area. This inventory of privately and publicly owned properties in Augusta and Prescott also identified the development potential of each site based on factors including but not limited to planning policy, existing or planned infrastructure, environmental constraints.

The report also provides a review of current servicing/utility conditions and capacity. The Prescott Water Treatment Plant is currently operating at approximately 62% of the design capacity and has the ability to service 1,486 equivalent residential lots. The Prescott Water Pollution Control Plan is currently operating at approximately 73% of the design capacity and has the ability to service 802 equivalent residential lots. From a water storage perspective, a storage deficit of 4,169 cubic metres has been identified based on the service requirement of 8,200 cubic metres per day; the Town of Prescott has recently submitted an



application for funding for the replacement of the existing Prescott Water Tower with a new larger Water Tower. The level of services for electrical capacity, natural gas availability, broadband infrastructure, and cellular capabilities is also summarized for vacant and/or underutilized lands in Augusta and Prescott.

Strengths, Weaknesses, Opportunities and Threats (SWOT) analyses have been undertaken to determine the most ideal extension of existing services in the Town of Prescott to fuel growth in the partner municipalities. A first SWOT analysis evaluates the strengths, weaknesses, opportunities, and threats associated with extending services north into the focus area. A second SWOT analysis evaluates the strengths, weaknesses, opportunities, and threats associated with extending services west from Prescott into the eastern edge of Augusta. In comparing the two SWOT analyses, extending services west offers a generally more beneficial servicing extension scenario, particularly with respect to existing land-use policies, cost considerations, connectivity and proximity to existing services and amenities in built-up areas, and environmental constraints. As such, our opinion is that the lands in Augusta to the west of Prescott should be considered the “preferred focus area.”

Interviews have also been undertaken with stakeholders in the partner municipalities. The interviews covered topics such as economic development expansion opportunities, factors holding back the partner municipalities from further expansion and investment opportunities, interactions with municipal staff, particularly. Some of the challenges to further growth in the partner municipalities included required infrastructure upgrades and the need to better retain and attract a skilled workforce. Respondents also felt strongly about the need to provide more diverse housing, particularly to attract the above-noted workforce as well as retirees. Tourism was also identified as an important economic development opportunity for the partner municipalities.

A literature review of shared services has evaluated several different case studies of shared service agreements between municipalities, comparing them on roles and responsibility of each municipality; cost-sharing and budget; decision making; performance management; and evolving and improving the agreement. Based on the available capacity in the water infrastructure and the ability for the expansion of the wastewater infrastructure in Prescott, there is an ability for the Town of Prescott to service parts of the Township of Augusta. It is recommended that both municipalities retain the services of a consulting engineer to assist with the preparation of a shared service agreement.

For the identified study area and timeline in the Township of Augusta and Town of Prescott, industrial, retail and office demand has been forecasted, using market-driven methodologies for the near term with a time horizon of 2030. The Township of Augusta is expected to absorb the majority of new industrial demand requiring an estimated 8 acres over the near term, with demand for retail space less robust. Future demand within the Town of Prescott is likely to come from retail uses as well as supporting niche office uses.

A number of development options are provided for the study area and focus area:

- The focus area may continue to be developed with rural, privately serviced development patterns.
- The extension of Prescott’s existing services toward the west, into the preferred focus area, would represent a prime opportunity for an efficient extension of existing municipal services for the development of new neighbourhoods in proximity to existing infrastructure, services, and amenities.



- Subject to a closer review of environmental constraints, new residential opportunities may be explored in the northeast area of the Town of Prescott.
- Infill opportunities should be explored within Prescott's existing industrial areas, including the addition of new types of industrial uses such as coworking spaces and limited, complementary commercial uses.
- The parking lot and vacant area adjacent to the Prescott Marina may benefit from a wider range of permitted uses, as well as greater height and density permissions.
- The Town of Prescott should explore intensification opportunities through infill with denser, ground-oriented dwelling units and secondary dwelling units.
- The Township of Augusta should consider undertaking several steps to make its Industrial Park more shovel-ready for prospective large-scale and/or heavy industrial uses.
- A significant portion of new greenfield and infill housing should consist of smaller, denser unit types (including new types of dwellings such as stacked townhouses, back-to-back townhouses, and rear lane townhouses that are not currently found in the region). A greater mix of housing, including smaller dwellings, would help improve housing affordability.

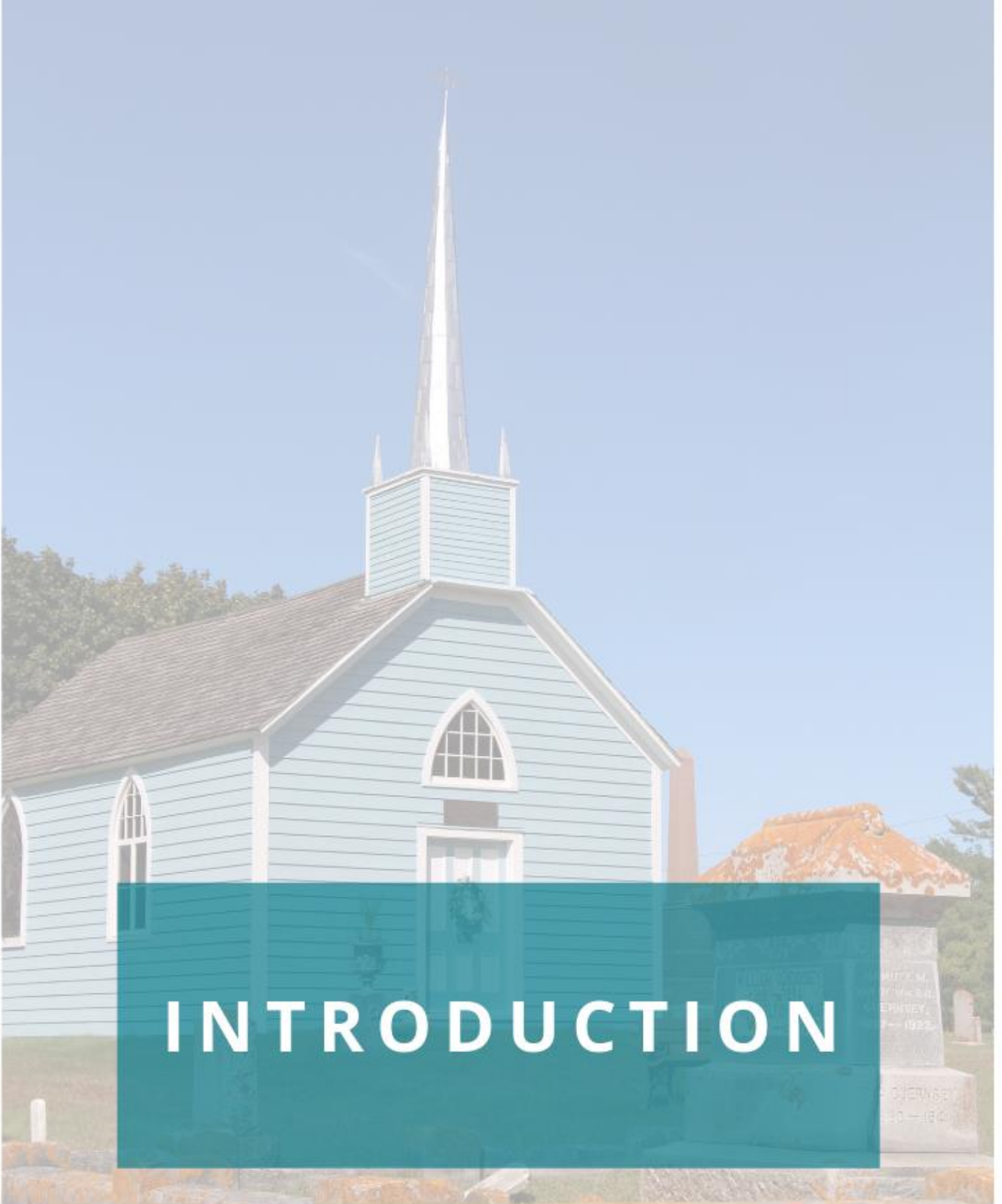
Implementation recommendations include:

- Required planning approvals for the preferred focus area, as well as a review of the partner municipalities' Zoning By-laws to ensure they permit a greater and denser mix of residential uses, and a new zone permitting a mix of light industrial/business park/commercial uses within the north portion of the preferred focus area.
- Municipal Environmental Assessment and Plan of Subdivision for Augusta Industrial Park to make the lands shovel-ready for prospective businesses.
- Initiation of the environmental assessment process for the expansion of the Prescott Water Treatment Plant should its maximum daily flow reach 80% of the rated capacity.
- Pursue an extension of Development Drive to connect to Merwin Lane, which will provide convenient vehicular access to new/future developments in Prescott and Augusta, including a travel plaza, the Aqua World resort, and adjacent developments such as the preferred focus area lands.
- Addressing the deficiency in the water storage currently provided by the Prescott Drinking Water System.
- It is suggested that the Town initiate the environmental assessment process for the expansion of the Prescott Water Pollution Control Plant such that the Town and the Township have sufficient information collected to support a funding application should a suitable program be made available from the federal and/or provincial governments.
- Initiation of a process for the approval of a new interchange at the intersection of Highway 401 and Blue Church Road.
- Investigate the feasibility of constructing a railyard with service to the Augusta Industrial Park.
- Enhancement of vehicular transportation infrastructure.



- Costs relating to the preferred servicing option (servicing of the preferred focus area) are also provided.





# INTRODUCTION





The Town of Prescott and Township of Augusta (“the partner municipalities”) have retained MDB Insight, with EVB Engineering, Fotenn Planning + Design, and FBM to prepare:

- Two separate and distinct individual 5-year Economic Development Strategies; and
- A Joint Land Development/Needs Analysis

The goal of these studies is to strengthen the economic base of the region and to contribute to sustainable economic prosperity for all while retaining youth and attracting new talent. These strategies will also set the future direction for economic development to increase opportunities for growth of existing businesses, the establishment of new firms, increased employment opportunities and development/growth of new sectors combined with workforce renewal and upskilling.

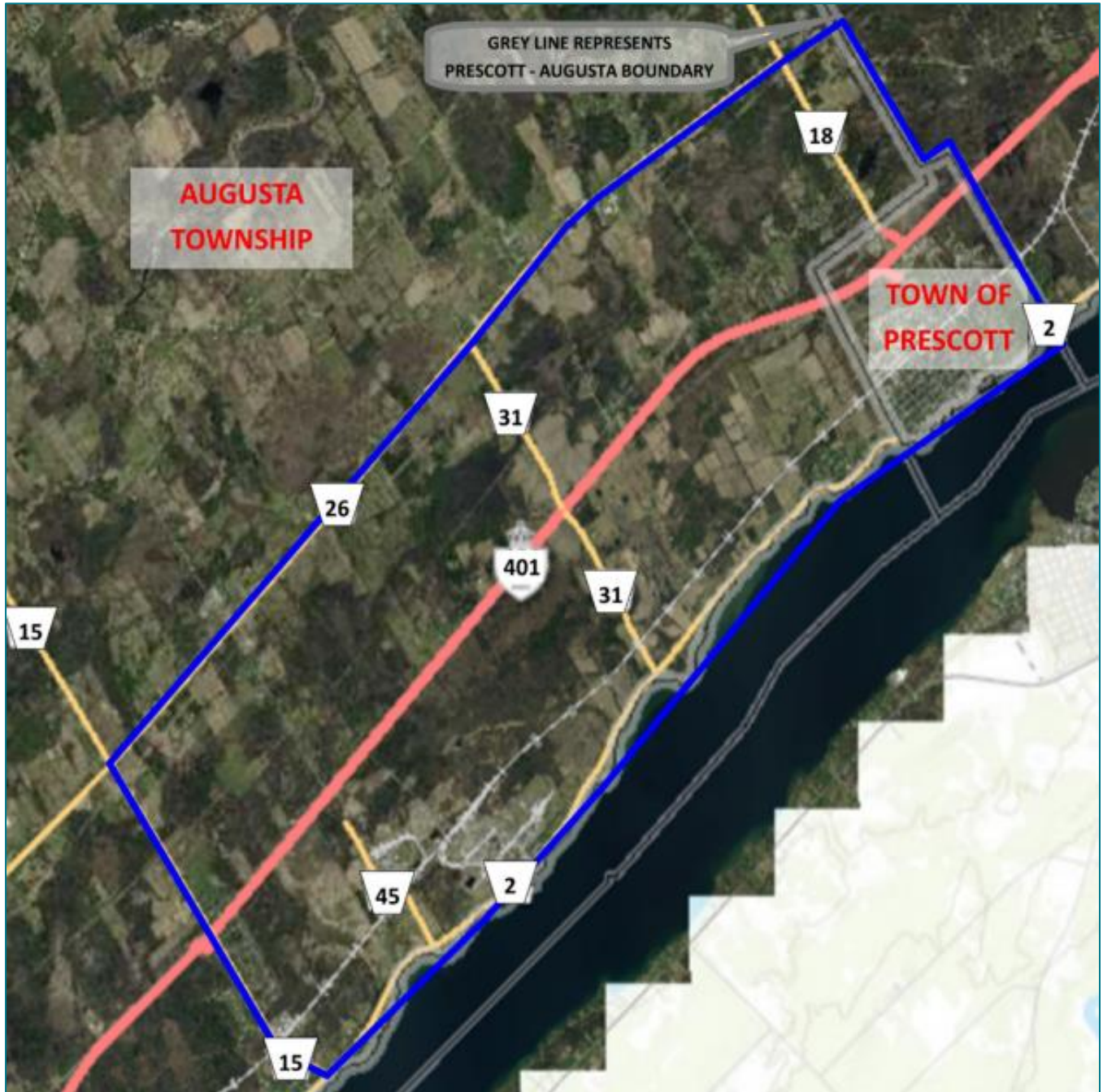
This report contains the Joint Land Development/Needs Analysis.

The Provincial Policy Statement, 2020 (PPS) establishes the requirement for municipalities to provide for an appropriate mix and range of employment to meet the long-term needs of both municipalities. To meet this requirement, both municipalities must ensure an adequate supply of land and/or favourable zoning and servicing to allow intensification of existing lands that may be suitable for employment uses.

To support this policy, the partner municipalities wish to complete a land development/needs assessment, with the outer boundaries being County Road 15 to the west; the St. Lawrence River to the south; County Road 26 to the north; and the municipal boundaries of Augusta and Prescott to the east, as depicted in the Study Area Map (Figure 1). Commercial and industrial economic development in Augusta and Prescott is expected to primarily occur in this anticipated employment lands area. Identifying priorities and servicing requirements to facilitate the development of vacant/underutilized lands located in the project study area will be the key focus of this analysis.



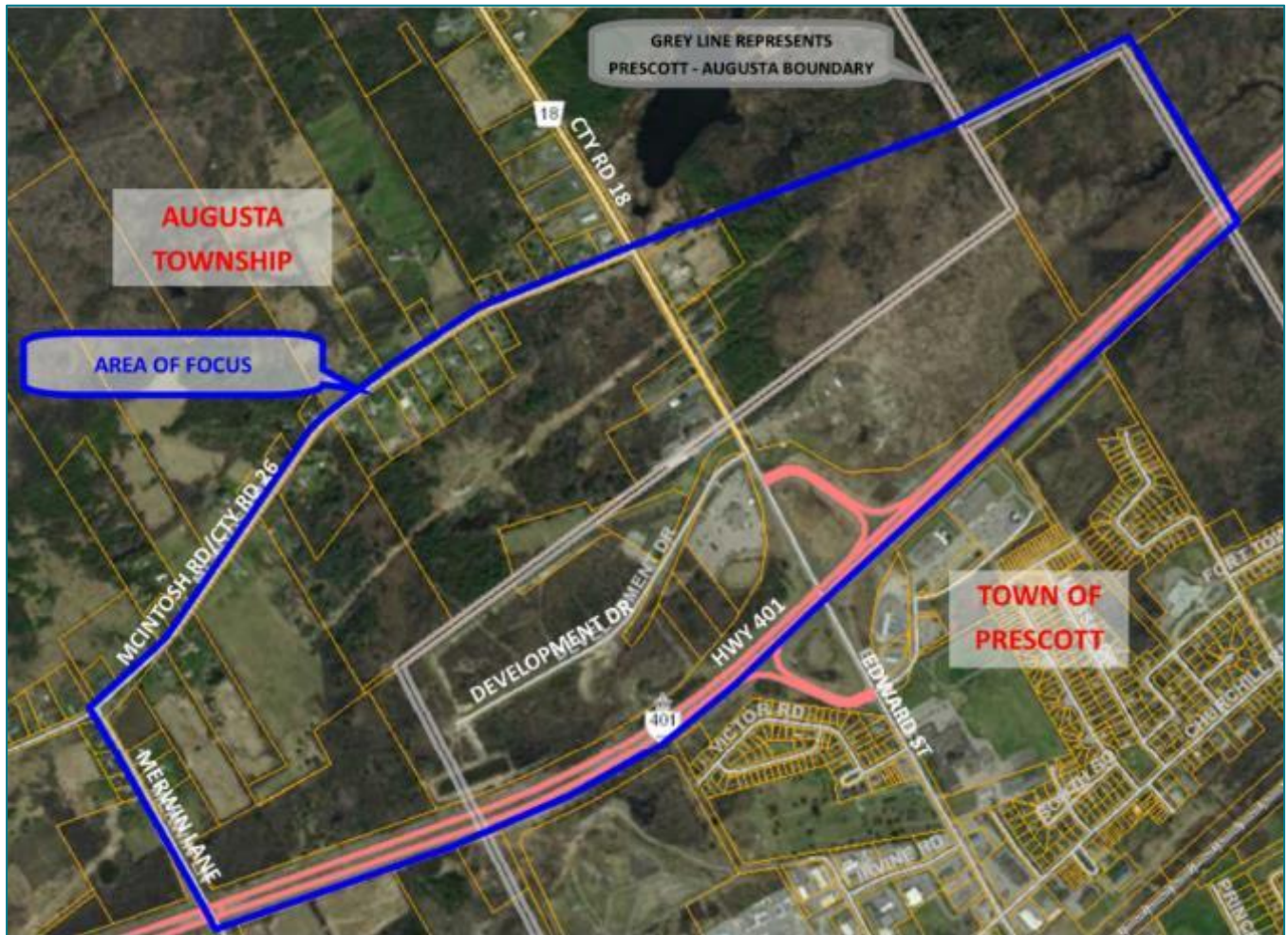
Figure 1: Aerial View of the Land Development/Needs Analysis' Study Area Map (Outlined in Blue)





A focus area has been established within the overall study area to facilitate development/investment attraction to this site of mutual interest and ensure lands are developed to their full capacity and mutual benefit. This area encompasses approximately 170 hectares (ha) of lands located north of 401 from Merwin Lane in Augusta to Prescott's boundary east of Edward Street/County Road 18 (Figure 2). This focus area is the site of several pending developments/land acquisitions, including commercial, industrial and tourism. Significant infrastructure enhancements will be required to support proposed developments and ongoing investment attraction activities within this focus area.

**Figure 2: Aerial View of the Focus Area (Outlined in Blue) within the Overall Study Area**





Through consultations with stakeholders and the partner municipalities, it was made evident that the Land Development/Needs Analysis should also incorporate recommendations. The Land Development/Needs Analysis includes the following steps:

- An environmental scan to assess the study area lands
- A review of relevant studies and reports
- An Inventory of vacant/underutilized lands in Prescott and Augusta, identifying the development potential of each parcel in the short term
- SWOT Analysis
- Summaries of interviews with stakeholders and utility provider consultations
- Case studies of shared services between municipalities
- Demand forecasting
- Recommendations for development in the short-term planning horizon
- Implementation recommendations.



# ENVIRONMENTAL SCAN

**PRESCOTT**  
EST 1784  
THE FORT TOWN

*Augusta*  
TOWNSHIP  
*A Community of Opportunity*



This section provides an overview of the study area and focus area lands in order to identify opportunities or constraints relating to their development feasibility. The environmental scan informs the assessment's Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis, inventory of vacant and/or underutilized lands, and identified development options.

Although the development of any portion of the below-noted lands would require the preparation of a variety of studies to confirm their development feasibility, this analysis nonetheless benefits from several existing studies that have previously investigated the lands to some extent.

This section highlights the lands' existing land uses and densities. Possible or confirmed environmental constraints are also outlined.

### 3.0 Assessment of Study Area

As noted above, the designated study area consists of lands bound by Maitland Road/County Road 15 to the west; the St. Lawrence River to the south; County Road 26 to the north; and the municipal boundaries of Augusta and Prescott to the east. The study area lands vary in nature and include the following:

- The Town of Prescott is located at the southeastern edge of the study lands. The Town has a population of 4,222 and is quite compact, with a land area of 3.11 square kilometres (per its 2016 Census Profile). The Town has a density of approximately 1,358 residents per square kilometre. The Town features a mix of municipally serviced uses, including residential, industrial, institutional, and commercial. Some of the Town's defining characteristics include a historic downtown core and its waterfront setting along the St. Lawrence River.
- Other defined settlements in the study area lands include Maitland, a village at the southwestern corner of the study area; Maynard, a small village at the northern edge of the study area lands; and Riverview Heights, a small settlement area in proximity to Prescott. Several low-density residential developments are concentrated along County Road 2, along the St. Lawrence River.
- Aquaworld, a new resort and convention centre development, is proposed to be located along Merwin Lane in Augusta. The resort is expected to be a significant tourism generator.
- The Maitland Chemical Park in Augusta features specialized chemical industries with the capacity to take on new industrial uses. The Augusta Industrial Park is a vacant, industrially-zoned parcel located just to the east of the Maitland Chemical Park, near Blue Church Road. Both industrial parks benefit from direct access to the Canadian National (CN) Railway.
- The majority of the study area lands are rural in nature and are either vacant or occupied with low-intensity uses.

Several of the study area lands, particularly in more rural settings, feature natural environmental constraints such as wetlands, woodlands, and other natural heritage systems (as shown in Figures 3 and 4 below). Any new development proposal would require studies to assess impacts on existing natural heritage features.



Figure 3: Excerpt from the Augusta Master Constraints Map

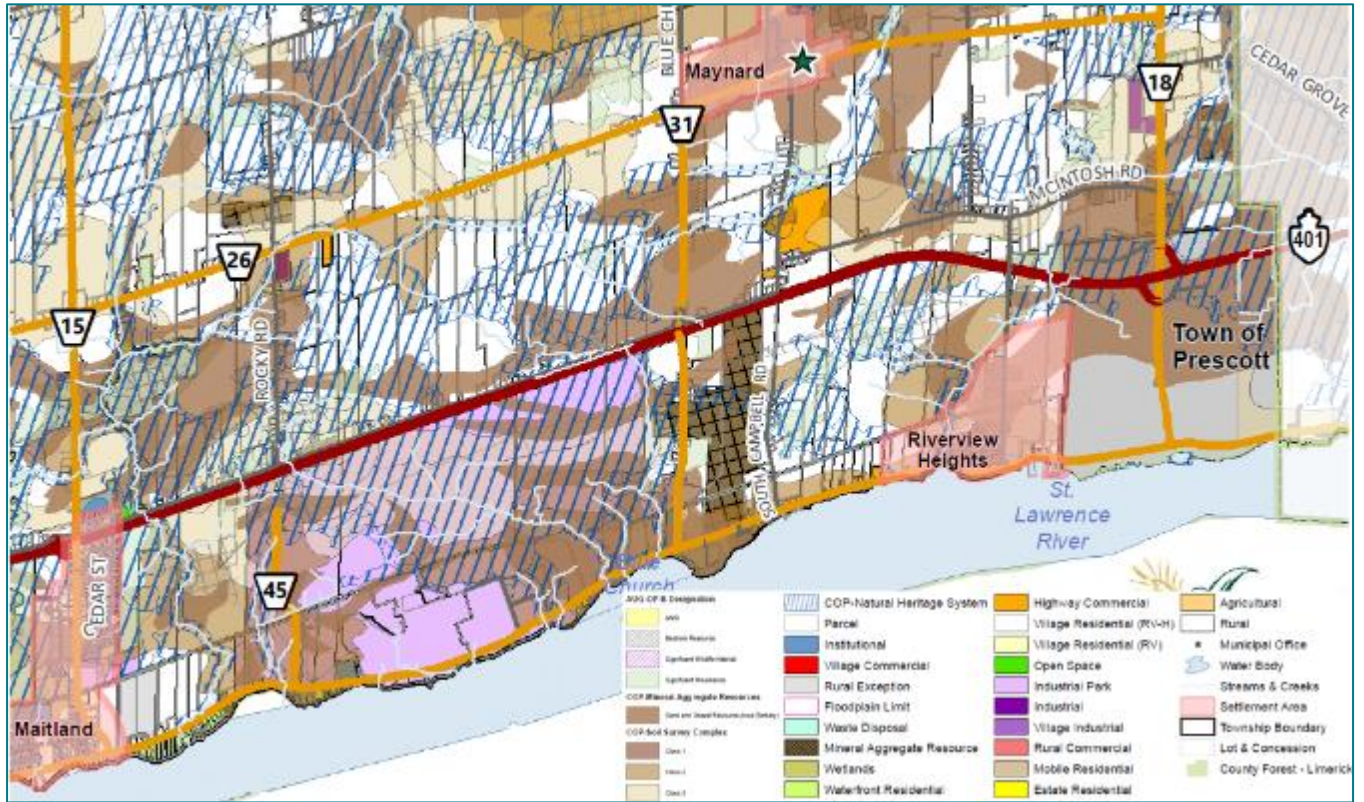
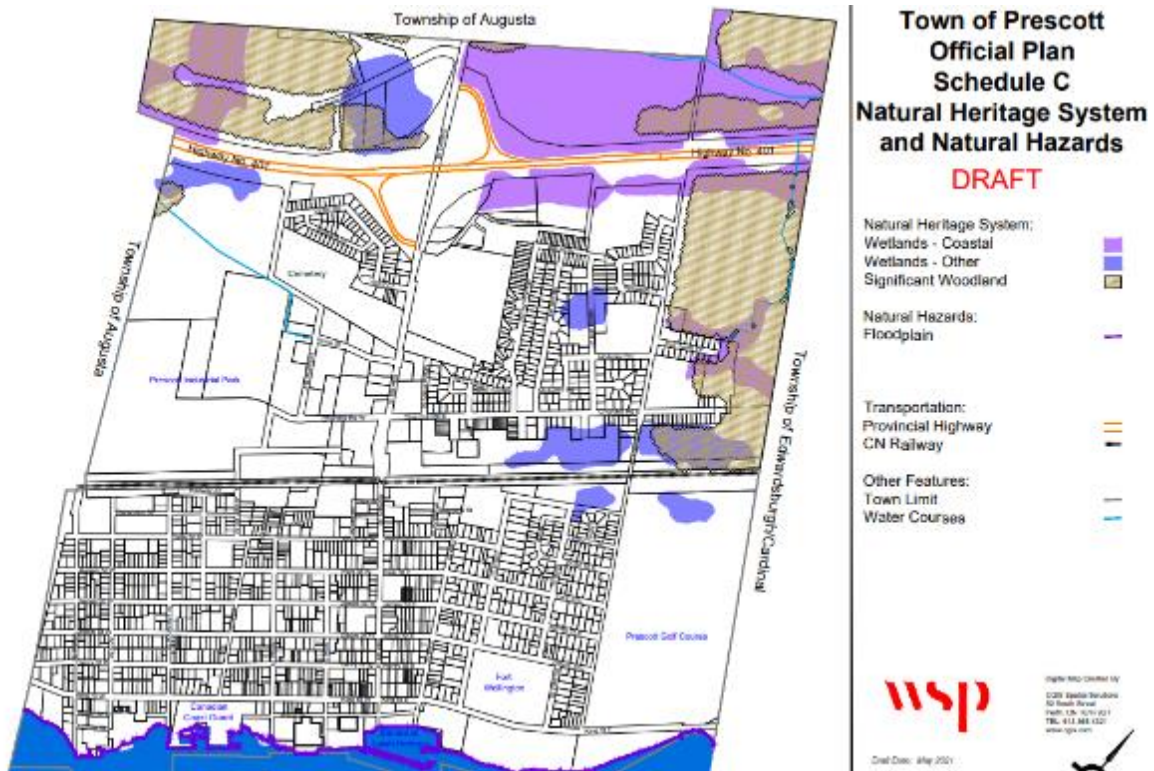






Figure 4: Schedule C – Natural Heritage System and Natural Hazards of the Draft New Town of Prescott Official Plan



The study area lands benefit from their proximity to regional (Ottawa, Montreal, Kingston, Toronto) and international (United States) markets, particularly due to good transportation connectivity in the vicinity of the study area, including Highway 401 (with two interchanges at Maitland Road and Edward Street), an international crossing just to the east of Prescott, and the CN railway corridor.



### 3.1 Assessment of Focus Area

As noted above, the designated focus area consists of lands within Prescott and Augusta bound by McIntosh Road/County Road 26 to the north, Highway 401 to the south, Merwin Lane to the west, and Prescott's boundary to the east. The focus area lands benefit from vehicle connectivity with Highway 401 through an interchange along Edward Street North/County Road 18, which runs in a north-south manner through the focus area lands. Edward Street North is currently the only direct vehicle connection between the focus area and the Town of Prescott to the south of Highway 401, and there are no existing pedestrian connections between the two.

The lands, with an area of approximately 170 hectares, are currently occupied by the Highway 401 interchange, vacant lands with apparent natural heritage features, and a variety of privately serviced developments, including detached dwellings, an Ontario Provincial Police detachment, automobile dealerships, a storage yard, and other commercial developments. The focus area is currently rural in nature, with developments in the focus area being privately serviced and roads not presently incorporating any sidewalks. Development Drive, which runs through the focus area lands in an east-west manner, is intended to be extended westward to connect to Merwin Lane.

# RELEVANT STUDIES & GOVERNING POLICIES





The following section provides a brief overview of relevant existing or upcoming studies and policies that currently apply to the Township of Augusta and Town of Prescott, with a particular focus on how these studies and policies apply to the study area and focus area.

## 4.0 Township of Augusta

### 4.0.0 Official Plan (2012)

The Township of Augusta Official Plan, dated 2012, governs the future growth, development, and change in the municipality. The majority of the land is designated Rural in Schedule A - Land Use, Infrastructure & Natural Heritage. The Rural Policy Area is not intended to be the principal sector for development, and the Official Plan seeks to avoid inefficient land use patterns. A Plan of Subdivision is required when three or more lots are created. Although the Plan notes that development should be directed to villages, hamlets, and employment areas, it also seeks to provide guidance on appropriate land use to preserve the identity and character of rural and settlement areas. Permitted residential land uses in the Rural Policy Area include single dwelling units, semi-detached and duplex dwellings, secondary suites, accessory apartments, and seniors' dwellings and retirement homes. Permitted non-residential land uses include non-agricultural industrial and commercial uses which meet the needs of the travelling public or which relate to local resources, among others. The Official Plan also notes that the residential community of Riverview Heights, located just west of the Town of Prescott, has some status as a settlement area due to its designation in the municipality's 2003 Official Plan and that this status has been maintained.

The Official Plan indicates that 60% of growth and development should occur within its settlement areas. An expansion to the settlement area can be undertaken during the time of a comprehensive review only if sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas; there are existing or planned infrastructure and public service facilities; impacts from development are mitigated as much as possible, and additional policies are followed in prime agricultural areas.

The Plan identifies the Industrial Park designation as the location of the Township's primary employment area. Permitted uses include: manufacturing and processing, warehousing and wholesaling of bulk products, transportation depots, heavy equipment and recreational vehicle sales and service, open storage, service commercial uses ancillary to the above, retail uses oriented to the travelling public, and more. Council will use zoning and site plan control to maintain the character and scale of development in the industrial park.

For lands designated as Mineral Aggregate Resource Policy Area, the Official Plan seeks to protect these operations, noting that they are an important component to the Township's overall economic base. Aggregate and bedrock reserves of sufficient quality that are accessible and located near existing licensed operations are protected for the long term. Mineral Aggregate Resource Policy Areas are further categorized by their extraction type, including licensed pit, licensed quarry, or both on Schedule A – Land Use, Infrastructure & Natural Heritage Features. Permitted uses in the Mineral Aggregate Resource Policy Area include pits and quarries; wayside pits and quarries; portable asphalt plants and concrete plants; agricultural uses excluding any accessory building or structure; conservation and natural resource



management uses excluding any accessory building or structure; and more. Prohibited uses include development, including changes in land use and the creation of new lots for residential, commercial, institutional, recreational or industrial development, which has the potential to preclude or hinder future aggregate extraction or the expansion of existing extraction operations or resource use shall be prohibited within the Mineral Aggregate Resource Policy Area. Finally, the Plan outlines policies to control development adjacent to land designated as Mineral Aggregate Resource Policy Area to demonstrate that proposed non-extraction development can be adequately serviced by water and sewer services without impeding extraction operations.

Some lands identified on Schedule B – Development Constraints directly north of the Town of Prescott are identified as Organic Soils, have additional constraints to development and must adhere to the Natural Hazard Technical Guidelines of the Ministry of Natural Resources. Unstable slopes or bedrock may require scientific and engineering practices to make the site suitable for development.

#### 4.0.1 United Counties of Leeds and Grenville Official Plan

The United Counties of Leeds and Grenville Official Plan provides over-arching policy direction on matters of County-wide significance. The Township of Augusta is one of the ten-member municipalities; however, the Township of Prescott is not included, as it is a single-tier municipality. Schedule A – Community Structure and Land Use shows that lands in the Township of Augusta are predominantly designated as Rural Lands, with the Riverview Heights community designated as a Rural Settlement Area. South of Highway 401 and west of Prescott, much of the lands are designated as Regionally Significant Employment Area. Schedule B – Mineral and Mineral Aggregate Resources shows that much of the land surrounding Prescott and much of the land in Augusta are identified as Sand, and Gravel Resource Area (Tertiary), with multiple pits, identified north of Prescott and a quarry west of Riverview Heights. Schedule D – Natural and Human-made Hazards shows that lands east of Prescott and north of Prescott and Highway 401 have unstable soils. Much of the land in Augusta and surrounding Prescott is identified in Appendix 2 – Natural Heritage System as being a part of the Natural Heritage System. According to Appendix 3 – Source Water Protection Areas, there is an Intake Protection Zone 1 and 2 south of Riverview Heights and much of Augusta and surrounding Prescott are Significant Groundwater Recharge Areas. No areas are identified as being part of wellhead protection areas.

The Plan seeks to direct growth to settlement areas so as to maximize public and private infrastructure investment and to preserve the agricultural area and rural lands, and conserve the natural heritage features and areas. The Plan identifies Riverview Heights as one of the rural settlement areas in Augusta. Local municipal Official Plans will identify settlement areas and land use types. The Plan encourages direct intensification to the existing built-up area wherever feasible. The Plan sets an overall minimum target of 20% of the dwelling unit growth through residential intensification and redevelopment. Expansions of the boundaries of a rural settlement area will only occur in accordance with the comprehensive review policies for settlement area expansions. An expansion of settlement area boundaries or conversion of a Regionally Significant Employment Area to another type of land will only be considered through a comprehensive review. This review must demonstrate that consideration has been given to the growth forecasts and land supply absorption, sufficient opportunities to accommodate forecasted growth are not available within the Counties, the expansion makes sufficient land available to accommodate the forecasted growth, the expansion will not hinder intensification, and the expansion is



efficient and sustainable, among other policies.

The Official Plan identifies Rural lands as being lands located outside settlement areas that do not comprise prime agricultural areas. Rural lands are intended to protect the natural amenities and rural character of the Counties while providing opportunities for agricultural uses, resource-based activities, recreation and tourism, and other rural land uses. With regard to permitted uses, the primary use of land is for the management or use of resources, such as related to forestry and mineral aggregate, resource-based recreational uses, agricultural uses, limited residential development as outlined in municipal Official Plans, home-based occupations, and others. Rural industrial and commercial uses may also be permitted as long as they are resource- or forestry-based uses or if they are located within or along a local rural commercial area or corridors and comply with additional policies and local Official Plans. Development in rural lands must account for servicing: limited rural development will be permitted on individual on-site sewage services and individual on-site water services. The development of new or expanding uses must be compatible with the rural landscape and must be sustained by rural service levels.

The Plan seeks to protect viable mineral aggregate resources for long-term use, such as those identified as sand and gravel resource areas. Development and activities in known deposits of mineral aggregate resources and on adjacent lands are only permitted if it does not hinder the existing and new resource operations and is subject to further policies. Additionally, the Plan directs development away from areas of natural hazards, such as unstable soils.

#### 4.0.2 Zoning By-law (2965-2012)

The majority of lands in the Township of Augusta Zoning By-law are zoned Rural (RU), with village-specific zones, such as Village Residential (RV), Village Commercial (CV), Village Industrial (MV), etc. The Rural zone only permits single detached dwellings, converted dwellings, and one accessory dwelling unit as permitted uses. Industrial uses are not permitted. Zone requirements include minimum lot frontage and lot area, as well as minimum yard requirements and building heights for both the main and accessory building.

Lands zoned Mineral Aggregate Resource (M) do not permit broad industrial uses but do permit resource extraction-related land uses, including agriculture use; batching, asphalt, or cement plant; and quarry or pit, and more. Zone requirements include yard setbacks and building heights for the main and accessory buildings.

Land located in the Riverview Heights area is zoned RV predominantly, with some lands zoned CV, Industrial/ Commercial Village (I/ CV), MV, and Rural Exception 3 and 9 (RUX-3 and RUX-9). The RV zone permits a range of residential land uses, including dwelling apartment, dwelling – duplex, dwelling row, dwelling – semi-detached, dwelling – single detached, garden suite (subject to a temporary use by-law). Zone requirements include minimum lot area, lot frontage, yards, building height, and building separation, as well as maximum lot coverage and dwelling units per lot. Row houses and apartment dwellings are permitted subject to the provision of water and wastewater services.

The Industrial Park (MP) zone has a wide range of permitted uses, including abattoir, auction house, auto body shop, bakery, building supply, catering establishment, dry cleaning establishment, equipment rental establishment – agricultural or industrial, feed mill, fuel depot, lumber yard, manufacturing, open



storage, salvage yard, truck stop, warehouse, and more. Zone requirements include minimum lot area, minimum lot frontage, and maximum lot coverage, as well as yard requirements and building height for the main and accessory buildings.

By-law 3280-2017 amends the zoning by-law to add a Source Water Intake Protection Zone Overlay. The overlay applies to lands along the St. Lawrence River between approximately Alta Vista Drive and the western boundary of the Town of Prescott. The southernmost portion of the residential community of Riverview Heights is affected. The overlay prohibits the following uses: storm water pond effluent; the application, storage, and management of agricultural source material to land; the application of non-agricultural source material to land; the handling and storage of non-agricultural source material; livestock grazing and pasturing where the number of animals on the land at any time is sufficient to generate nutrients at an annual rate greater than 0.5 nutrient units/ acre; and outdoor confinement areas and farm-animal yards.

#### 4.0.3 Industrial Park Plans (Fact Sheet)

The Township of Augusta has two (2) Industrial Parks located south of Highway 401 and north of the Canadian National (CN) Railway: the Maitland Chemical Park and the Augusta Industrial Park. Advantages to locating in Augusta for industrial uses include proximity to other towns and cities, including Prescott, Brockville, Ottawa, and Kingston; access to deep water ports with connections to Toronto, Montreal, and New York for bulk cargo; proximity to postsecondary institutions; adjacency to rail lines; located close to the United States border; and access to national fibre optic Internet backbone.

The Maitland Industrial Park is 607 hectares in size and is noted for its excess electrical generation, rail service with spurs, fire prevention infrastructure, large buffer zones, and specialized industrial chemical zoning permitted uses. The Augusta Industrial Park is 81 hectares in size and is noted for its land primed for development, rail service without spurs, and up-to-date property information, including hydrogeology, archaeological, environmental and mapping.

#### 4.0.4 Augusta Service Delivery Review 2020

In 2020, TDC Group undertook a service delivery review and operational review of the Township of Augusta. The study's objectives were to describe the current level of service provided by the Township's operating structure and provide potential changes that will result in cost reductions, creation of new non-taxation revenue sources and enhance the Town's long-term financial sustainability while maintaining an adequate service level.

The key opportunities that were identified were categorized into the following groups:

- Cost Savings and Improved Service Delivery Efficiency
  - Develop a Strategic Accountability Framework
  - Implement Project Management Framework
  - Realign Roles
  - Provide in-house mechanic for Roads Fleet
  - Review Procurement Policy for Frequency of Tenders



- Prepare an Asset Management Plan
- Consider Reduction of Council Meeting Frequency
- Service Level Reductions
  - Reduction of hours at the Transfer Station
- Opportunities for Collaboration
  - Procurement, Implementation, Training and Support Shared Information system Applications
  - Common Strategic Initiatives including 401 Corridor, Economic Development
  - Joint Policy and Procedure Development
  - Shared Staff Expertise
  - Shared Procurement
  - Continuous Improvement/Process Redesign
  - Emergency Management
- Revenue Generation
  - Encourage new residential and commercial development proximate to Prescott and Brockville
  - Tax Vacant lots and buildings at full assessed value
  - Purchase waste bags/tags
  - Annually review “User Fees” for Discretionary Services

#### 4.0.5 Augusta Community Improvement Plan (CIP) (2020)

The Augusta Community Improvement Plan (CIP) is a planning and economic development tool for municipalities to promote community revitalization. CIPs are not generally intended to support initiatives on open greenfield lands but rather to improve conditions in areas with existing development. The Augusta CIP was required to disburse and report on the municipality’s allocation of Main Street Revitalization Initiative funds from the Ontario Ministry of Agriculture, Food and Rural Affairs by October 2020. The creation of the CIP included public engagement, such as a community survey focused on planning and development (2020), business retention and expansion survey (2018), and parks, recreation, and culture study (2017). The surveys were intended to inform the development of the CIP and other strategic planning documents.

CIP opportunities for improvement included: land use opportunities, aesthetic and marketing opportunities, commercial access and parking opportunities, waterfront access and commercial opportunities, and leadership opportunities.

A portion of the CIP is also focused on a financial incentive program to encourage private sector development and investment in the Township of Augusta. The CIP administers a façade and exterior improvement grant to encourage aesthetic exterior improvements to commercial buildings, including accessibility features, provided as a matching grant for up to 50% of the construction costs, with a maximum of \$5,000.





## 4.1 Town of Prescott

### 4.1.0 Strategic Plan (2020)

The 2020-2023 Town of Prescott Strategic Plan is a policy document that outlines its priorities, guided by the principles of modernization, regional collaboration, environmental stewardship, long-term financial stability, and the Official Plan. The Plan identifies three (3) pillars: economic development, community development, and infrastructure.

The economic development pillar focuses efforts on downtown revitalization, hotel attraction and readiness, Highway 401 Industrial/ Commercial attraction and readiness, tourism development, and regional transportation development. The community development pillar outlines efforts in recreation, leisure, and cultural development, youth programs and engagement, and heritage preservation. The infrastructure pillar identifies areas of work in infrastructure improvement and capacity for growth and recreation facilities and assets.

### 4.1.1 Prescott Service Delivery Review 2020

In 2020, TDC Group undertook a service delivery review and operational review of the Town of Prescott. The study's objectives were to describe the current level of service provided by the Town's operating structure and provide potential changes that will result in cost reductions, creation of new non-taxation revenue sources and enhance the Town's long-term financial sustainability while maintaining an adequate service level.

The key opportunities that were identified were categorized into the following groups:

- Cost Savings and Improved Service Delivery Efficiency
  - Develop a Strategic Accountability Framework
  - Implement Project Management Framework
  - Realign Roles including a comprehensive review of position descriptions and organizational structure
  - Provide in-house mechanic for Roads Fleet
  - Review Procurement Policy for Frequency of Tenders
  - Prepare an Asset Management Plan
- Service Level Reductions
  - No significant areas of redundancy or over the delivery of services were identified
- Opportunities for Collaboration
  - Procurement, Implementation, Training and Support Shared Information system Applications
  - Common Strategic Initiatives including 401 Corridor, Economic Development
  - Joint Policy and Procedure Development
  - Shared Staff Expertise
  - Shared Procurement
  - Continuous Improvement/Process Redesign
  - Emergency Management



- Revenue Generation
  - Encourage new residential and commercial development proximate to Augusta and Edwardsburgh Cardinal
  - Tax Vacant lots and buildings at full assessed value
  - Annually review “User Fees” for discretionary services

#### 4.1.2 Official Plan (2018)

The Town of Prescott Official Plan manages growth, development, and change by providing a policy framework to guide land-use decisions over a 20-year time horizon. Within the Town, the majority of the land use designations are Residential (43%), followed by Industrial (16%), Highway Commercial (11%), Parks & Open Space (9%), Other (8%), Institutional (6%) and Downtown Core (6%), and General Commercial (2%). The Residential designation is intended for low-density housing, and other complementary land uses, with high-density residential uses such as apartment buildings being intended for the Downtown Core designation. The Plan permits a range of low- to high-density residential development in a new residential area but seeks to maintain existing residential neighbourhoods primarily for low-density residential development with a maximum of 36 units per hectare. Permitted uses include residential dwellings; small-scale neighbourhood-serving commercial uses, such as corner stores; small-scale institutional uses, such as schools, parks, libraries, and municipal offices; and home occupations. Residential intensification is permitted in existing neighbourhoods up to 50 units per hectare. Residential intensification is encouraged in areas where impacts can be minimized to adjacent land uses and where municipal services and facilities can be efficiently utilized. The Plan also notes a target of a 10% increase in density given the current built form and scarcity of greenfield development sites.

The Plan seeks to provide a sufficient supply of commercial lands and permit a mix of uses to encourage revitalization, strengthen neighbourhoods, and expand employment opportunities. New commercial development is to be encouraged in commercial areas, such as by designating key intersections on commercial streets in future zoning for more intense development, encouraging compatible development on adjacent side streets, and providing guidelines for the built form to encourage pedestrian-scale and active transportation-supportive development. The Highway Commercial designation focuses on large-format retail and a high floor area of 2,500 square metres and greater and on sites 2 hectares and greater in size. A diverse range of land uses is encouraged. Permitted uses include shopping centres, big box stores and general retail stores, restaurants, entertainment, grocery stores, commercial lodging, automotive sales and services, and gas stations.

The Downtown Core designation seeks to preserve and integrate heritage resources into the core, permit a diverse range of land uses, and encourage the development of mixed uses. Permitted uses include residential uses, general retail stores, specialty retail stores, personal services, professional and public service offices, arts and entertainment, restaurants, grocery stores, and banks and financial. The designation focuses on small-format retail and service commercial development, wherein individual establishments have a floor area of less than 930 square metres and are pedestrian-oriented. The Plan directs higher-density multi-family residential development to the Downtown Core to strengthen the live/work relationship. Residential density is sought for a maximum of 100 units per hectare, and new buildings are permitted with a height of two (2) to four (4) storeys, with some flexibility offered to



accommodate mixed-use buildings and varying floor heights. Limited additions are permitted to existing buildings with heritage value to enable adaptive reuse. The Plan also contemplates the creation of density incentives to encourage residential intensification. The Plan also considers alternative means of providing off-street parking in new development.

The Employment Area designation seeks to provide sufficient land, permit a diverse range of uses, and ensure compatibility with nearby adjacent uses. Permitted uses include warehousing and storage; freight forwarding; manufacturing, assembly, and processing; research and development; communications; utilities; transportation; printing and publishing; construction and building supply; and business offices. The Plan seeks to maintain an adequate supply of lands designated Employment Area, and only permit the conversion of lands to other uses at the time of a comprehensive review where it has been demonstrated that the lands are not required over the long term and that there is a need for the conversion.

The Highway 401 Corridor designation is placed on the predominantly vacant lands along Highway 401. A diverse mix of uses focused on serving the transportation industry and travelling public and the broader regional market area is permitted.

A density incentive is envisioned as being delivered through the zoning by-law to permit increases in height and density beyond what is permitted in the zoning by-law, such as to permit: a wide range of housing types; provision of parkland; protection of natural features; provision of public areas, walkways, and connections to existing trails; provision of public parking; provision of community and open space facilities; conservation of heritage features; and more.

Vulnerable areas are identified in Schedule B – Transportation Plan & Municipal Services, which identifies a water treatment plant and Intake Protection Zone 1 (IPZ1) in the southern portion of the Riverview Community. On lands identified as IPZ1, the following uses are prohibited: combined sewer discharge, storm water pond effluent, industrial effluent discharges, sewage treatment by-pass, sewage treatment effluent, the application and or storage of agricultural source material, and the handling and/or storage of non-agricultural source material.

### 4.1.3 Official Plan Review – Final Background Report (2020)

The Town of Prescott Official Plan Review Final Background Report, issued in July 2020, is part of the mandated review process to ensure that current provincial and municipal planning policy objectives are being met. The Report was prepared to describe the current community profile, provide a growth management strategy and vacant lands analysis, and identify policies and provisions that may be missing or require updating.

The report includes comparative demographic data from the 2016 census, an overview of existing community and recreation facilities, cultural and natural heritage assets, existing transportation network, as well as an overview of the policy framework, including both guiding documents from provincial ministries and documents prepared for the Town of Prescott. The report explores how other plans, such as the Strategic Plan, Recreation Plan, Community Improvement Plan, and others, must be considered in an Official Plan Review. Finally, the Background Report includes growth management and vacant land analysis dated February 2020 from a report prepared by Hemson Consulting. The growth management and vacant land analysis were prepared to identify vacant and underutilized residential and



employment lands that could accommodate forecasted land needs from 2019-2039. The analysis found that the Town had a sufficient amount of urban designated lands to meet the growth forecast for residential and employment growth to the 2039 horizon. The analysis concluded that a settlement area boundary expansion would not be required.

#### 4.1.4 Zoning By-law (09-2009)

The Town of Prescott Zoning By-law identifies the majority of the land as residential and with a mix of commercial, institutional, mixed-use, open space and parks, development, and industrial. The zoning by-law identifies two potentially environmentally significant areas: both are in the northeastern part of the Town, with one north and one south of Highway 401. The lands south of Highway 417 are zoned Medium Density Residential, with a servicing and staging holding zone (R2-h1), and the lands north of Highway 401 are zoned Development (D). Lifting the holding (h1) symbol requires that an application demonstrates “that an appropriate servicing agreement is in place which addresses the provisions of facilities and services, and that there is sufficient demand for the land to warrant immediate development.”

The Low-Density Residential Zone (R1) permits uses including duplex, single- and semi-detached, and single detached zero lot line dwellings, boarding houses, and garden houses where permitted per a temporary use by-law. Medium Residential Density Zone (R2) permits duplex, maisonette,<sup>1</sup> row, semi-detached, and single-detached dwellings. Zone performance standards for R1 and R2 include minimum lot area, lot frontage, and yard setbacks, as well as maximum building height, lot coverage, and the number of dwelling units per lot. Performance standards differ for each use.

Lands southeast and northwest of the Highway 401 interchange are zoned Highway Commercial (C2). Permitted uses include automotive sales and service, building supply store or depot, car wash, cinema or theatre, department store, factory outlet, hotel, nursery, shopping centre, and more. Zone performance standards for C2 include minimum lot area, lot frontage, yard setbacks, and landscaped open space, as well as maximum building height and lot coverage. There are additional provisions for hotels and motels related to window placement and proximity to lot lines. The Waterfront Mixed-Use Development (CW) zone permits all uses in the High-Density Residential (R3) zone, stacked townhouses and apartment dwellings, as well as group dwellings, row, and townhouse dwellings, as well as a clinic, hotel, mixed-use development, office, restaurant, and wellness centre, among others. Zone performance standards follow those identified in the R3 zone, which include minimum lot area, lot frontage, yard setbacks, landscaped open space, and amenity space for 15 dwelling units or more, as well as maximum building height and lot coverage; however, the maximum apartment building height is increased from 10.5 metres or 2.5 storeys in R3 to 15.25 metres or four storeys in CW. The R3 zone also includes requirements for buffering when it abuts R1 or R2, and the CW zone also stipulates a maximum density of 65 units per hectare, which may be increased to 100 units per hectare through housing. For non-residential uses, zone performance standards include minimum lot area, yard setbacks, and building separation, as well as maximum front yard setback, building height, and lot coverage. In mixed-use development, residential

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<sup>1</sup> A maisonette is defined as: “a dwelling containing dwelling units each unit of which is a self-contained dwelling unit having two separate means of access. One of the means of access is from a common first storey corridor and the other directly from the outside landscaped yard area allocated to the dwelling unit.”



uses are not permitted at the street level storey, and non-residential uses are permitted on the first two storeys.

Much of the lands in the western part of the Town and north of the railway are zoned General Industrial (M1). Permitted uses include automobile body shop, communication facility, equipment rental establishment, farm supply outlet, feed yard, kennel, open storage, transportation terminal, and more. Zone performance standards for M1 include minimum lot area, lot frontage, and yard setbacks, as well as maximum building height and lot coverage. Additional setbacks are required as buffering when M1 abuts a residential zone, and reduced yard requirements are required abutting railways when dependent on railway service. Land located north of Highway 401 and east of Edward Street is zoned Development (D). Permitted uses are existing uses at the time of passing the by-law, and zone performance standards include minimum lot frontage and yard setbacks.

#### 4.1.5 Development Charges By-law (36-2018)

The Development Charges By-law responds to anticipated growth through development and redevelopment in the Town and to ensure that associated capital costs of growth-related demands for service do not burden the Town's finances. The development charge is calculated for land, buildings, and structures and is calculated differently for residential vs non-residential development. For residential and the residential portion of mixed-use development, the charge is calculated based on the number and type of dwelling units. For the non-residential and residential portion of mixed-use development, it is calculated based on the gross floor area of the development.

For residential development, development charges by dwelling type range from \$569 for special care/ special needs dwelling and \$1,365 for a bachelor apartment to \$3,413 for a single detached dwelling. For non-residential development, development charges are calculated based on the building size in the following increments: 0-2,500 square feet, 2,501-5,000 square feet; 5,001-30,000 square feet; 30,001-55,000 square feet; and 55,001 square feet and up. Fees are then calculated at a decreasing rate, beginning with \$1.5518 for the first 2,500 square feet, then \$0.7759 for the next 2,500 square feet, and finally, falling to \$0.09 for any additional square feet beyond 55,001 square feet.

#### 4.1.6 Downtown Design & Urban Design Guidelines (2005)

The Town of Prescott Downtown Design and Urban Design Guidelines resulted from collaborative efforts between the Town of Prescott, the local BIA, and the Chamber of Commerce. The Guidelines provide detailed ideas and direction for rehabilitation of the existing buildings and the introduction of architectural consistency in the downtown core for infill development, streetscape improvements, street furniture and landscaping. The Guidelines are divided into two areas of interest: King Street and Waterfront Park. Within each area of interest, projects are identified and divided into three timeframes: short-range (0-5 years), medium-range (6-10 years), and long-range (11-15 years).

The King Street District spans from St. Lawrence Street to Edward Street along King Street, a five-block stretch. King Street is the heart of the town, and the Downtown Design seeks to protect and enhance the physical environment and encourage economic development in the downtown core. The Guidelines are intended to be used as a tool to preserve the existing façades and encourage appropriate infill



development that is sensitive to the historical nature of the King Street District. Short-range projects include streetscape and façade improvements, encouraging infill development, and connecting King Street to the waterfront. Medium range projects include encouraging upper-storey redevelopment, a parking study, Edward Street improvements, and street tree expansion. Long-range projects include a recreation facility and public transit. Design guidelines in the King Street District include maintaining the original size, shape and proportion of the storefront facades and openings; maintaining traditional recessed entries; awnings to provide visual depth and shade; distinguishing additions to historic buildings, and preserving the transom and sign board features.

The Waterfront Park District includes three areas of focus: central, Centennial Park, and Fort Wellington. The Guidelines note that work done in the district would link together the existing open spaces and create a cohesive park along the entire length of the waterfront. In the central area, short-range projects include a continuous walkway or boardwalk and park landscape, planning and design of a waterfront park, residential development, and a winter ice rink; medium-range projects include a George Street and an Edward Street pavilion; and long-range projects include a future recreation centre, moorage expansion, and coast guard improvement. In the Centennial Park area, short-range projects include a gateway and signage at St. Lawrence Street, play structure repair, and a floating movie screen; and medium-term projects include swimming docks, a covered picnic area, and improvements to the boat launch. In the Fort Wellington Area, short-range projects include a picnic or pavilion area, relocated dive facilities, and drop-off and accessible parking, and medium-range projects include a dive drop-off and turnaround.

The Guidelines make two overarching recommendations at the conclusion of the report: to consolidate uses and development on sites downtown and to concentrate activity in the heart of the town. To consolidate, the Guidelines recommend facilitating infill development along King Street, with a focus on King Street and Centre Street. Further, the document recommends highlighting its unique offerings that set it apart from other small towns, namely its accessible and publicly owned waterfront. To concentrate activity, the Guidelines recommend concentrating on compatible and complementary uses and activities in existing and new buildings downtown. Finally, the concentration can be further encouraged by connecting King Street to the waterfront; connecting the waterfront from east to west, including for active transportation; and creating connections to other assets and attractions in town, such as the coast guard, heritage homes, Fort Wellington, the harbour, and areas of recreation.

#### 4.1.7 Transportation Plan – Development of Lands North of Highway 401

The Town of Prescott has recently retained the services of a consulting engineering firm to prepare a traffic study and transportation plan to meet Interchange Highway Access Management Plan (IHAMP) requirements for MTO approval. The purpose of the traffic study and transportation plan is to specifically identify improvements to the road infrastructure to develop lands north of the 401 interchange on Edward Street between Development Drive and McIntosh Road.

## 4.2 Economic Baseline Analysis

A baseline economic analysis and forecast may be found in Section 3: Baseline Economic Analysis and



Forecast of the Joint Technical Report.

## 4.3 Municipal Servicing Studies

### 4.3.0 Needs Assessment for Servicing of New Developments – Water

In 2012, WSP undertook a needs assessment of the Prescott Water Treatment Plant (WTP) to service potential future developments within the Town of Prescott as well as within the Township of Augusta along Merwin Lane and north of Highway 401.

The Prescott WTP is rated at 8,200 cubic metres per day (m<sup>3</sup>/d). The maximum daily flow for the serviced population was 4,825 m<sup>3</sup>/d. Design maximum daily flows for the various expanded services areas are summarized below.

**Figure 5: Needs Assessment for Servicing of New Developments – Water**

Sector	Within Prescott	Within Augusta	Total
<b>Residential Growth (Infill)</b>	955 m <sup>3</sup> /d		
<b>Residential Growth (East Augusta)</b>		1,189 m <sup>3</sup> /d	
<b>Industrial (infill + North of 401)</b>	2,878 m <sup>3</sup> /d		
<b>Industrial (North and South of 401 along Merwin)</b>		3,327 m <sup>3</sup> /d	
<b>Subtotal</b>	3,833 m <sup>3</sup> /d	4,546 m <sup>3</sup> /d	8,380 m <sup>3</sup> /d

The results of the needs assessment were as follows:

- Expansion of the WTP including:
  - Increase of low lift pumping capacity from 8,250 to 13,385 m<sup>3</sup>/d.
  - Increase of the treatment capacity in the filtration system.
  - Addition of UV disinfection and/or expansion of chlorine contact tanks.
  - Increase high lift pumping capacity from 18,721 to 27,572 m<sup>3</sup>/d.
- There is inadequate potable water storage to meet the Ministry of the Environment, Conservation and Parks' (MECP) Guidelines for equalization storage, fire storage, and emergency storage. It is recommended that additional storage of 1,587 m<sup>3</sup> (current service area) – 2,598 m<sup>3</sup> (extended service area to include Merwin Lane and north of the 401 properties) be added.

The report does not address the ability of the water distribution system to service the extended service area.

### 4.3.1 Needs Assessment for Servicing of New Development - Wastewater

In 2012, WSP undertook a needs assessment of wastewater collection system (WCS) and Water Pollution Control Plant (WPCP) to service potential future developments within the Town of Prescott as well as within the Township of Augusta along Merwin Lane and north of Highway 401.



There are three (3) sewage pumping stations (SPS) that are used to convey wastewater through the WCS. The following table describes their service areas.

**Figure 6: Pumping Station Service Areas**

Pumping Station	Service Area
<b>SPS #3</b>	Serves the south-west end of Town: south of Railway Ave, between the western boundary of the system and George Street. The forcemain from SPS#3 discharges into the wastewater collection service area of SPS#4.
<b>SPS #4</b>	Serves the south-east end of Town: south of Railway Ave, between George Street and Russell Street. The forcemain from SPS#4 discharges into the wastewater collection service area of SPS#5.
<b>SPS #5</b>	Serves the north end of the Town (everything north of Railway Avenue and a section of the south-east end of Town between Russell Street and Boundary Street. The forcemain from SPS#5 discharges into SPS#6, located at the WPCP.

The Prescott WPCP is rated at 4,728 m<sup>3</sup>/d. The average daily flow at the time of the preparation of the report was 3,344 m<sup>3</sup>/d.

It was determined that the following upgrades were required for the extension of servicing to the west and north of the current service area.

**Figure 7: Required Upgrades to extend servicing west and north**

Service Extension	Work Required
<b>Servicing extension to west and south of Railway Ave</b>	<ol style="list-style-type: none"> <li>1. Increase the sewer diameter of the sewer on Sophia Street.</li> <li>2. Increase the capacity of SPS#3</li> <li>3. Increase the capacity of SPS#5</li> <li>4. Increase the capacity of WPCP</li> </ol>
<b>Servicing extension to west and north of Railway Ave</b>	<ol style="list-style-type: none"> <li>1. Increase the sewer diameter of the sewer north of railway tracks</li> <li>2. Increase the sewer diameter of the sewer on Churchill Rd East</li> <li>3. Increase the capacity of SPS#5</li> <li>4. Increase the capacity of WPCP</li> </ol>
<b>Servicing Extension to the north (under 401)</b>	<ol style="list-style-type: none"> <li>1. Install sewer extension underneath 401 to Development Drive</li> <li>2. Install a Sewage Pumping Station south of 401 to transfer wastewater to Churchill Rd West</li> <li>3. Increase the sewer diameter of the sewer on Churchill Rd East from Edward Street to MacKenzie Road.</li> <li>4. Increase the capacity of SPS#5</li> <li>5. Increase the capacity of WPCP</li> </ol>

The report does not provide specifics on the expansion requirements at the Prescott WPCP.





## 4.4 Regional Studies

### 4.4.0 Corridor 2030 – Pathway to Quality Jobs, SLCEDC and BIC mandates and Strategic Directions (2019) & Joint Business Retention and Expansion Study with UCLG, Merrickville and Rideau Lakes (2019)

Leeds and Grenville's Joint Business Retention and Expansion Study (2019) and Corridor 2030 report (2019) highlight key advantages of locating in the region. Quality of life and location is frequently cited as one of the region's top advantages as a place to do business. Proximity to major logistic routes for logistics and distribution, the St. Lawrence Seaway (serviced by the Port of Johnstown), Highways 401 and 416, and the CN/CP Rail lines is one of the biggest advantages. For example, the Port of Johnstown is a vital distribution node that, to date, remains underutilized. The Port represents both a strategic advantage to the attraction of new business and an opportunity to create a customs-ready port. Moreover, the two bridges to the US provide critical connections to Canada's largest trading partner.

Highway 401 is one of the busiest highways in North America. Being located along the 401 between Montreal and Toronto and Highway 416 certainly gives businesses in Leeds and Grenville a tremendous transportation advantage. The St. Lawrence Seaway connects Leeds Grenville to many shipping ports in North America and around the world and provides a vibrant tourism destination.

However, disadvantages of locating in the region include internet (speed and access) and uncompetitive electricity costs relative to the rest of Ontario. For example, internet speed is the most frequently mentioned barrier, followed by internet access and internet cost. Leeds and Grenville's BR+E report recommended engaging with Eastern Ontario Regional Network (EORN) to ensure that Leeds and Grenville receives the maximum benefit of the recently announced new federal and provincial funds for mobile broadband services. The report also recommended investigating the feasibility of creating a public-private partnership for improved broadband services. Augusta's BR+E Report (2019) also recommended creating a local lobby group with residents and businesses for better internet services and lower costs.

To ensure attraction and retention of young families in the area, the region's excellent work/life balance should be emphasized. Moreover, Leeds and Grenville should be promoted as a great region to raise a family with excellent sports and recreation facilities and emergency services. The area is also a great location for new immigrants to Canada. However, business investment opportunities such as restaurants, farms, and small businesses should be identified with a goal to attract new immigrants to the area and to ensure population renewal.

### 4.4.1 Ministry of Transportation of Ontario Highway Corridor Management Manual (2018)

Issued in 2018, the Ministry of Transportation of Ontario (MTO) Highway Corridor Management Manual (HCMM) contains policies, guidelines, best practices and specifications for managing building and land use, encroachments, access and signs within the Ministry's controlled area under the Public Transportation and Highway Improvement Act (PTHIA). The HCMM provides guidance to Ministry staff, stakeholders, the public, municipalities and other agencies to be used in combination with other



applicable Ministry guidelines and specifications for the planning and design of works within the Ministry's controlled area. The purpose of the Ministry's Highway Corridor Management function is to protect provincial highway corridors for future expansion needs, preserve and improve highway safety and operations, and improve the movement of people and goods in Ontario.

An MTO Building and Land Use Permit is required for commercial or residential development, construction or renovation (e.g. house/barn/shed, well, swimming pool, above or below ground storage tanks, etc.) within the Ministry's Permit Control Area.

The HCMM specifies basic setback distances where buildings shall be placed from the highway property line. The minimum setback for all buildings and structures adjacent to Highway 401 is 14 metres.

The HCMM also specifies desirable and minimum offset spacing criteria that apply from a freeway ramp terminal to a public road, a commercial/private road, or a private access connection. The desirable offset spacing criteria will apply to requests for new access connections or a change in use or upgrade of an existing access connection. Existing access connections that do not meet the desirable offset spacing criteria will be permitted to remain for their existing use. However, the Ministry will use its best efforts to achieve the desirable offset spacing criteria as abutting lands are developed and re-developed or as the Ministry undertakes highway improvements.

The HCMM outlines the following access connection offset spacing criteria in the functional interchange area within the focus area lands.

- Public road, service road or signalized commercial/public road access connections: desirable offset of 800 metres from the intersecting (interchange) access and minimum offset of 400 metres. Variances below the desirable offset spacing criteria, down to and including the minimum offset spacing criteria, will only be considered where a valid case can be supported by MTO (e.g. traffic impact study).
- Non-signalized commercial/private road access connections: minimum offset of 125 to 185 metres from the intersecting (interchange) access, depending on the posted speed limit. A speed limit of 60 km/h (to the north of the interchange) translates to a minimum offset of 150 metres; no minimum offset is identified for a speed limit of 40 km/h (at and to the south of the interchange).

MTO will consider, as an alternative to the application of desirable and minimum standards, the initiation of an Interchange Highway Access Management Plan through a comprehensive Traffic Impact Study to identify technically sound approaches for meeting access management and development objectives.

#### 4.4.2 Source Protection Plan, Raisin-South Nation Source Protection Region

The goal of a Source Protection Plan is to manage or eliminate activities that are or would become significant drinking water threats. In most circumstances, property owners are able to manage significant threats to reduce the risk and allow the activity to continue.

Ontario Regulation 287/07, Section 22 (1) lists the following two objectives for all Plans developed in Ontario:



- To protect existing and future drinking water sources in the source protection area.
- To ensure that, for every area identified in an assessment report as an area where an activity is or would be a significant drinking water threat,
  - the activity never becomes a significant drinking water threat, or
  - if the activity is occurring when the source protection plan takes effect, the activity ceases to be a significant drinking water threat.

Approved in 2014, the Raisin-South Nation Source Protection Plan aims to:

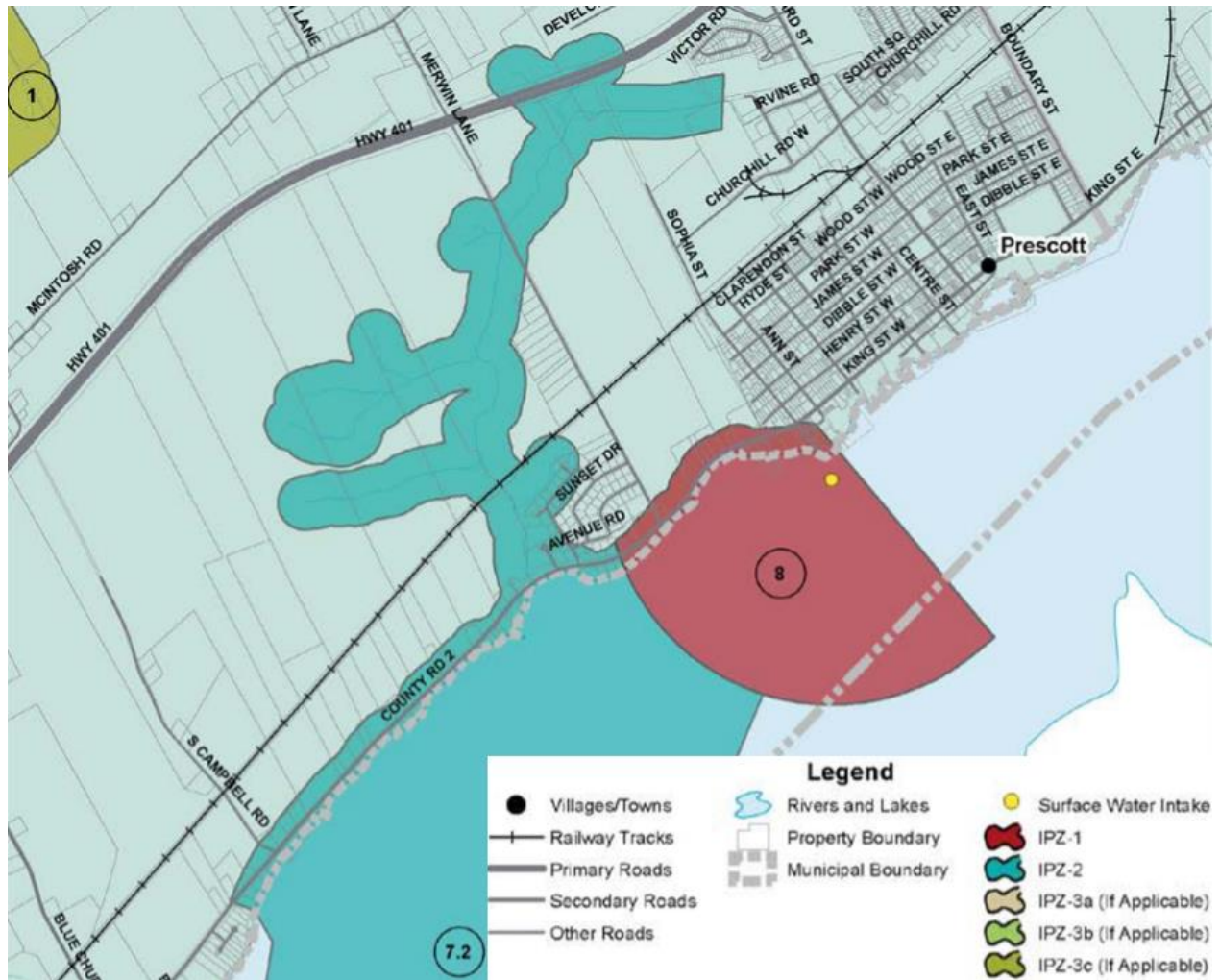
- Establish maintenance and inspection programs for septic systems close to drinking water systems to meet building code requirements.
- Create risk-management plans for handling and storing pesticides, fertilizers, road salt, fuel and manure.
- Produce and place road signs to identify drinking water protection zones.

Map 26 of the Source Protection Plan illustrates vulnerable source water areas in proximity to or within the Town of Prescott and the Township of Augusta. Intake Protection Zones shown on the map identify the location of the source water, the direction the water travels towards the intake pipe, and the land area upstream where runoff could enter the intake. IPZ-1 represents a fixed radius of 200 metres or 1 kilometre depending on the source water; IPZ-2 represents the area within which the time of travel to the intake is less than or equal to 2 hours) and IPZ-3 represents, where applicable, the total contributing area where runoff could affect the source water.

The Source Protection Plan includes various policies to address specific threats, including agricultural activities; chemical threats; fuel storage and liquid fuels; application, storage, and handling of pesticides; salt and snow; sewage; and waste disposal sites.



Figure 8: Map 26: Vulnerable Area – Prescott of the Raisin-South Nation Source Protection Plan



Bishops Mills

Spencerville

416

# INVENTORY OF VACANT & UNDERUTILIZED LANDS

## INFILL / EXPANSION OPPORTUNITIES

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**PRESCOTT**  
EST 1784  
THE FORT TOWN

*Augusta*  
TOWNSHIP  
*A Community of Opportunity*



This Land Development/Needs Analysis includes a detailed inventory of vacant and/or underutilized lands in the partner municipalities. These lands are identified on maps of Augusta and Prescott, shown in Figures 9 and 10.

The vacant/underutilized lands are identified and organized by the municipality in which they are located as well as the public or private nature of their ownership. The first letter of each label identifies a particular site as being located in Augusta (“A”) or Prescott (“P”). The second letter of each label identifies a particular site as being owned by the Town or Township (“T”) or privately owned (“P”) (with the exception of sites owned by Parks Canada). The number assigned at the end of each label is random and is not indicative of any ranking.

**Figure 9: Township of Augusta Vacant / Underutilized Properties Map**

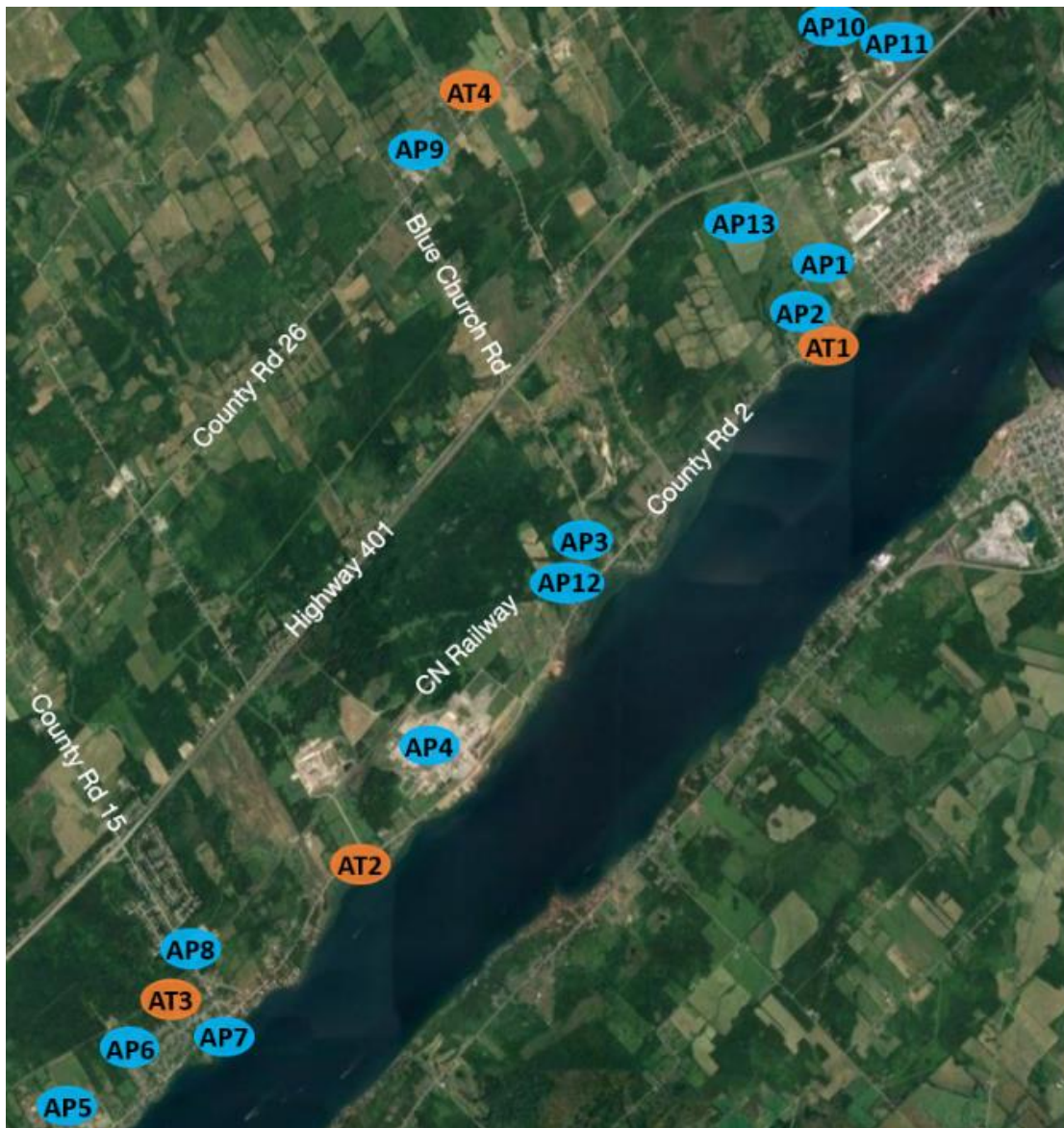




Figure 10: Town of Prescott Vacant / Underutilized Properties Map





## 5.0 Township of Augusta

The below table outlines Township and privately-owned lands in Augusta that were identified to be vacant and/or underutilized. The development potential for each site is outlined based on its location, existing use/condition, policy and regulatory framework, servicing capacity, and other considerations.

**Figure 11: Vacant Development Lands in Township of Augusta**

Map Label	Address	Size	Existing Use/ Condition	Zoning	Official Plan Designation(s) (County and Local)	Servicing	Road Network	Natural Gas	Municipal Water & Sewage Services	Broadband Infrastructure	Cellular Capabilities	Development Potential
<b>Township Owned</b>												
AT1	Rothesay Dive Site (1671 County Road 2)	0.7 acres (ac)	Vacant Land	RU – Rural	Settlement Area	No	Arterial	✘	Potential	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (in proximity to Prescott and existing services; limited development area)
AT2	Lemon Point Lane (beach/boat launch) (07060000350200300000)	1.8 ac	Recreational	RW – Waterfront Residential	Rural	No	Arterial	✓	No	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (no services, irregular shape, challenging grades)
AT3	MERC Hall (07060000650750200000)	20 ac	Recreation Facility	I - Institutional	Settlement Area	No	Collector	✓	No	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (located within settlement area, but redevelopment may come at expense of recreational amenities)
AT4	Township Office (07060000150790100000)	8.3 ac	Municipal Office / Vacant Land	I – Institutional; RV – Village Residential	Rural	No	Collector	✘	No	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (located in Maynard, but far from many amenities with no municipal servicing)
<b>Privately Owned</b>												
AP1	East of Merwin Lane, south of Highway 401 (07060000100223000000) (07060000100050000000) (may include other roll numbers)	Varies	Vacant Land	RU – Rural; RV – Residential Village	Settlement Area and Rural	No	Collector	✘	Potential	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (settlement area, in proximity to Prescott and existing services)
AP2	Augusta Business Centre (1652 County Road 2) (07060000102020000000) (07060000102020400000)	2.5 ac	Office / Storage / Commercial	CV – Village Commercial	Settlement Area	No	Arterial	✘	No	Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (settlement area in proximity to Prescott and existing services; recent development)
AP3	Blue Church (1512 County Road 2) (07060000550820000000)	10 ac	Cemetery	I - Institutional	Rural	No	Arterial	✘	No	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (cemetery)





Map Label	Address	Size	Existing Use/ Condition	Zoning	Official Plan Designation(s) (County and Local)	Servicing	Road Network	Natural Gas	Municipal Water & Sewage Services	Broadband Infrastructure	Cellular Capabilities	Development Potential
AP4	INVISTA Maitland (1400 County Road 2) (07060000350070000000) (07060000551201000000) (07060000551201800000) (07060000551202100000) (07060000551201900000) (may include other roll numbers)	1,500 ac	Manufacturing Plant	MP – Industrial Park	Industrial District	No	Arterial	✓	No	Bell Fibe	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (rail and road access, probably environmental contamination and compatibility constraints)
AP5	1000 Islands Village (1120 County Road 2) (07060000651360500000)	26 ac	Vacation Rentals	I – Institutional	Rural	No	Arterial	✓	No	Bell Home 5 Mbps	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (large parcel of land, but located outside of settlement area, with possible heritage constraints)
AP6	Old Orchard Drive / Apple Blossom Drive (dead end) (07060000651330000000)	5 ac+	Vacant Land	RU - Rural	Rural	No	Local	✓	No	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (adjacent to existing residential neighbourhood, but located outside of settlement area; heavily forested)
AP7	Maitland Tower (07060000351380000000)	9.6 ac	Vacant barn and other buildings, large single detached dwelling	CV – Village Commercial	Settlement Area	No	Arterial	✓	No	Bell Fibe	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (located in settlement area, possible constraints relating to heritage/existing buildings/proximity to water)
AP8	Maitland Settlement Area	Varies	Vacant lands adjacent to existing residential neighbourhoods	Largely RV – Village Residential; RV-H – Village Residential with Holding Zone	Settlement Area	No	Collector	✗	No	Bell 5 Mbps	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (settlement area, proximity to existing amenities and Highway 401)
AP9	Brockville Tractor-Trailer Maintenance/Steve and Sons (07060000600760000000) (07060000600760100000)	38 ac	Commercial	CH – Highway Commercial; CV – Village Commercial	Rural	No	Collector	✗	No	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (located in Maynard, but away from many amenities; no municipal servicing available)
AP10	Sparkle City Commercial Strip	Varies	Rural, commercial, light industrial	RU – Rural; M – Industrial; CH – Highway Commercial	Rural	No	Collector	✗	No	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (close to Highway 401 and Prescott; environmental constraints)
AP11	North of Prescott on east side of County Road 18 / Edward Street (07060000100390000000)	140 ac	Rural/vacant	CH – Highway Commercial; RU - Rural	Rural	No	Collector	✗	Potential	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (close to Highway 401 and Prescott; environmental and road creation constraints)
AP12	Augusta Township Industrial Park (07060000550930000000) (07060000550830000000)	200 ac	Vacant	MP – Industrial Park	Rural	No	Arterial	✗	No	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (not shovel-ready, possible environmental constraints)
AP13	1898 Merwin Lane (07060000100300000000)	254 ac	Vacant	RU – Rural; Some lands designated PSW - Wetlands	Rural and Settlement Area	No	Arterial	✗	No	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (approved Aquaworld development, subject to appeal)



## 5.1 Town of Prescott

The below table outlines publicly and privately owned lands in Prescott that were identified to be vacant and/or underutilized. The development potential for each site is outlined based on its location, existing use/condition, policy and regulatory framework, servicing capacity, and other considerations.

Figure 12: Vacant Development Lands in Town of Prescott

Map Label	Address	Size	Existing Use/Condition	Zoning	Designations (County and Local)	Road Network	Natural Gas	Servicing (Water and Sewage)	Electrical Capacity	Broadband	Cellular Capabilities	Development Potential
<b>Town Owned</b>												
PT1	King Street East / East Street (070801001000603)	3.85 acres (ac)	Parking/ Vacant Land (Marina Adjacent)	CW – Waterfront Mixed Use Development	Downtown Core	Arterial	✓	Services are available on King Street East	600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (downtown, proximity to waterfront, but there are development limitations due to brownfield contamination)
PT2	950 Sophia Street (070804004500501)	45 ac	Vacant	R1 – Low Density Residential; M1 – General Industrial	Employment	Collector	✓	Services can be extended from Industrial Road. Water can also be extended from Sophia St.	600 V	Bell Wireless 50 Mbps Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (proximity to built-up area, but possible environmental constraints and lack of existing servicing)
PT3	Boundary Street / Churchill Road East (Railway Adjacent / Hydro Line Corridor) (070804004002300)	0.17 ac	Vacant	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓	Water service can be looped from Howe Terrace (250mm), Woodland Drive (150mm) and Boundary Road (150mm).  Sanitary to connect to sewer which runs from Woodlands Drive to south of the CN rail (location is in the process of being confirmed).	600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (no servicing, possible wetlands and proximity to rail)
PT4	Boundary Street / Churchill Road East (Railway Adjacent) (070804004019300)	0.83 ac	Vacant	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓		600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (no servicing, possible wetlands and proximity to rail)
PT5	Boundary Street / Churchill Road East (Railway Adjacent) (070804004000401)	9.74 ac	Vacant	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓		600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (no servicing, possible wetlands and proximity to rail)
PT6	Boundary Street / Churchill Road East (Railway Adjacent) (070804004000403)	3.67 ac	Vacant	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓		600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (no servicing, possible wetlands and proximity to rail)
PT7	Anne Street South (070803003000400)	1.05 ac	Tennis courts (underutilized property)	P – Public Park	Parks and Open Space	Collector	✓	Water can be extended from Sophia St and WW can be serviced from Ann St.	600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (infill opportunity on valuable waterfront lands, but would result in loss of recreational space)



Map Label	Address	Size	Existing Use/ Condition	Zoning	Designations (County and Local)	Road Network	Natural Gas	Servicing (Water and Sewage)	Electrical Capacity	Broadband	Cellular Capabilities	Development Potential
<b>PT8</b>	Fischl Drive / Woodland Drive Properties (070804004010280) (070804004010278) (070804004010277) (070804004010276) (070804004010275) (070804004010274) (070804004010273) (070804004010272) (070804004010271) (070804004010270) (070804004010269) (070804004017251)	Varies	Vacant	R1 – Residential Low Density	Residential	Local	✓	Water should be looped between Massie Drive and McAuley Road. Wastewater can be extended from Fischl Drive / Woodland Drive)	Single Phase	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (would fill gap between two existing neighbourhoods)
<b>PT9</b>	Boundary Street (Railway Adjacent) (070801001526600)	4.72 ac	Fairway Park	P – Public Park	Residential	Collector	✓	Water can be looped from Boundary Road to Duke Street. Wastewater can tie in at Duke Street or Boundary Road	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (available servicing, but adjacent to railway)
<b>PT10</b>	Development Drive (401 north) (070804004510500)	61.81 ac	Vacant land	M1 – General Industrial; C2 – Highway Commercial	Industrial	Local	✓	No servicing available	600 V	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (good traffic exposure and connectivity to Highway 401, with significant developer interest (developments pending/in progress). Servicing and environmental constraints are present, as is a native burial ground)
<b>PT11</b>	Prince Street (070801001519600)	4.5 ac	Tom Carr Soccer Field and Ed Crown Ball Diamond	P – Public Park	Residential	Collector	✓	Both services are available on Prince Street	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (infill opportunity with servicing, but would result in loss of recreation space and in proximity to industrial use)
<b>Privately Owned</b>												
<b>PP1</b>	Churchill Road West (parcel adjacent to Home Hardware, includes road leading to JJ) (070804004509700)	3.35 ac	Vacant Land	C1 – General Commercial	General Commercial	Collector	✓	Both services are available on Churchill Road West	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (infill commercial or industrial development with servicing, in close proximity to Highway 401)
<b>PP2</b>	Prescott Centre Drive (southern parcel) (070804004017253)	4.1 ac	Vacant Land	C2 – Highway Commercial	Highway Commercial	Collector	✓	Water available on the site. Wastewater is available from MacKenzie Road	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (available servicing, commercially zoned property adjacent to existing commercial sites)



Map Label	Address	Size	Existing Use/ Condition	Zoning	Designations (County and Local)	Road Network	Natural Gas	Servicing (Water and Sewage)	Electrical Capacity	Broadband	Cellular Capabilities	Development Potential
PP3	Prescott Centre Drive / Boundary Street (070804004017200)	11.19 ac	Vacant Land	C2 – Highway Commercial	Highway Commercial	Collector	✓	Water should be looped from Kingston Crescent to Prescott Centre Drive. Wastewater is available on Prescott Centre Drive.	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (adjacent to existing commercial sites, but no existing services and possible wetlands)
PP4	Boundary Street (east side) (070804004020400)	46.08 ac	Vacant Land	R2-h1 – Medium Density Residential - Hold	Residential and Potential Environmental Significant Area	Collector	✓	Services can be extended from Boundary Street)	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (adjacent to existing neighbourhood, but no existing services, possible woodlands or wetlands)
PP5	999 Edward Street (070804004509900)	0.4 ac	Vacant Land	R1 – Low Density Residential	General Commercial	Arterial	✓	Both services are available on Edward Street	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (located on major roadway in proximity to Highway 401 and downtown Prescott, with existing services)
PP6	King Street East (Fort Wellington waterfront lands west parcel) (070801001000600 -A)	27.71 ac	Vacant Land	P – Public Park	Parks and Open Space	Arterial	✓	Both services are available on King Street East	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (Parks Canada)
PP7	King Street East (Fort Wellington waterfront lands east parcel) (070801001000600 -B)	27.71 ac	Vacant Land	P – Public Park	Parks and Open Space	Arterial	✓	Both services are available on King Street East	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (Parks Canada)
PP8	Ann Street / Clarendon Street (south of rail tracks) (070803003508300)	1.37 ac	Vacant Land	M2 – Light Industrial	R1 – Residential Mixed Policy Area	Collector	✓	Both services are available on Ann Street	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (existing servicing, in proximity to downtown; possible contamination/compatibility issues, proximity to rail)
PP9	Boundary Street (070804004020402)	1.07 ac	Vacant Land	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓	Services can be extended from Boundary Street	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (not currently serviced, but adjacent to existing neighbourhoods and servicing; high density residential zoning)
PP10	Fort Town Drive / Churchill Road (070804004020401)	4.4 ac	Vacant Land	R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓	Water should loop Fort Town Drive with Churchill Road East. Wastewater can tie in on Churchill Road East or Boundary Road.	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (not currently serviced, but adjacent to existing neighbourhood and servicing; medium density residential zoning)
PP11	850 Boundary Street / Churchill Road (070804004006500)	14.2 ac	Vacant Land (portions under development)	R3 – High Density; R2-h1 – Medium Density Residential – Hold	Residential	Collector	✓	Water should loop Boundary Street with Churchill Road East. Wastewater can be serviced from Boundary.	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (proximity to downtown, but close to railway and possible environmental constraints; no existing services)



Map Label	Address	Size	Existing Use/ Condition	Zoning	Designations (County and Local)	Road Network	Natural Gas	Servicing (Water and Sewage)	Electrical Capacity	Broadband	Cellular Capabilities	Development Potential
PP12	McAuley Road / Woodland Drive (070804004017100)	2.43 ac	Vacant Land	R1 – Low Density Residential	Residential	Local	✓	Services are available on Fischl Drive / Woodland Drive)	Single Phase	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (would fill gap between existing neighbourhoods, proximity to existing servicing)
PP13	Development Drive (070804004510504)	3.52 ac	Vacant Land	C2 – Highway Commercial	Highway Commercial	Local	✓	No servicing available	Single Phase – 600 V proposed	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (good traffic exposure and connectivity to Highway 401, with significant developer interest; servicing and environmental constraints exist)
PP14	Development Drive (070804004510503)	3.52 ac	Vacant Land	C2 – Highway Commercial	Highway Commercial	Local	✓	No servicing available	Single Phase – 600 V proposed	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (good traffic exposure and connectivity to Highway 401, with significant developer interest; servicing and environmental constraints exist)
PP15	1500 Edward Street North (401 northeast) (070804004010400)	83.29 ac	Vacant Land  One residential structure for sale by Andre Major-EXP Realty MLS #1133162	D – Development	Highway Commercial and Potential Environmental Significant Area	Arterial	✓	No servicing available	Single Phase	Bell Wireless	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (good access to Highway 401, but there are environmental, servicing, and access constraints)
PP16	Churchill Road / Edward Street (70804004500205)	5.25 ac	Majority vacant land, west portion used for transport storage	M1 – General Industrial	Industrial	Collector	✓	Both services would require extension from Churchill Road West.	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>MEDIUM</b> (located close to major roads and railway, but possible environmental issues. Current owner could explore a severance to create a new developable lot or investigate infill opportunities for their own operations)
PP17	Churchill Road / Edward Street (70804004000100)	4.45 ac	Hydro Substation/Hydro Line Corridor	M2 – Light Industrial	General Commercial	Collector	✓	Both services would require extension from Churchill Road East.	600 V	Bell Wireless Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>LOW</b> (proximity to substation; actual hydro infrastructure needs to be shifted south to reside within the actual corridor instead of the Town-owned lands to the north)
PP18	King Street West (no specific Roll #)	Varies	Various commercial, occupied and vacant	CC – Core Commercial; CW – Waterfront Mixed Use Development	Downtown Core	Arterial	✓	Services are available on King Street West	600 V	Bell Fibe Cogeco 1G	Bell-LTE-A Rogers 4G-LTE	<b>HIGH</b> (located in core with access to servicing; possible constraints related to heritage buildings)



# CURRENT SERVICING UTILITY CONDITIONS & CAPACITY





## 6.0 Existing Infrastructure

The Town of Prescott owns a water treatment plant (WTP) and a water pollution control plant (WPCP) that provides municipal water and wastewater treatment to those properties within the Urban Settlement Boundaries within the Town.

The Prescott Drinking Water System consists of a direct filtration, surface water treatment plant, a distribution system and an elevated storage tank. The Prescott Water Treatment Plant (WTP) is located at 675 Corinne Street and obtains its raw water from the St. Lawrence River. The water tower has a volume of 2,272 m<sup>3</sup> and is located at 249 Wood Street. The water tower is reaching the end of its useful service life and is slated to be replaced within the next couple of years.

Prescott's Water Pollution Control Plant (WPCP) is a Class III wastewater treatment system located at 3126 County Road 2 East. The Wastewater Collection System consists of gravity sewers and three (3) sewage pumping stations, which convey all wastewater from the collection system to the Prescott WPCP. Figure A (Appendix B) illustrates the catchment areas for each of the three sewage pumping stations. Raw sewage enters the plant's pumping station (SPS #6), which is equipped with three dry well pumps. From the pumping station, wastewater passes through the inlet works, including a mechanical grinder/screen, a manual screen, grit separators and a grit disposal system. Aluminum sulphate is added to assist in phosphorous removal. The wastewater then moves through one of the three parallel Sequential Batch Reactors (SBR), each equipped with individual aeration systems, mixers, decanters and sludge removal pumps. Effluent decanted from the SBRs enters an equalization tank which ensures consistent flow through the UV disinfection system. Following treatment by UV disinfection, the effluent passes through an outfall pipe to the St. Lawrence River.

### 6.0.0 Available Capacity

The calculating and reporting of the available hydraulic capacity of the plants has been calculated in accordance with the Ministry of Environment, Conservation and Parks (MECP) Procedure D-5-1 (April 2016). With the exception that all committed capacity is being excluded from the calculation and will be considered in the growth component of the available capacity.

#### Prescott Water Treatment Plant Evaluation

The following criteria and design assumptions will be used in evaluating the uncommitted reserve capacity at the Prescott water treatment plant (WTP):

- the water treatment plant has a design maximum day capacity of **8,200 m<sup>3</sup>/d**
- the maximum day flow at the WTP between the years 2018 – 2020 (3 year period) was **5,080 m<sup>3</sup>/d**, which occurred in 2019, determined from flow records at the plant for the corresponding years
- a theoretical max day domestic water demand of 2.1 m<sup>3</sup>/d/lot will be used for all committed undeveloped residential lots. This value was determined by deducting the ADF for all non-residential or multi-user connections serviced by the WTP (432 m<sup>3</sup>/d) from the maximum day flow at the WTP (5080 m<sup>3</sup>/d) and divided by the number of residential lots currently serviced by the WTP (2,210 lots)

The uncommitted reserve capacity at the WTP servicing Prescott was calculated as follows:



Hydraulic reserve capacity:

$$\begin{aligned}C_r &= 8,200 \text{ m}^3/\text{d} - 5,080 \text{ m}^3/\text{d} \\ &= 3,120 \text{ m}^3/\text{d}\end{aligned}$$

Theoretical max day water demand of residential lots not currently in service:

$$\begin{aligned}&= (5,080 \text{ m}^3/\text{d} - 432 \text{ ICI Usage m}^3/\text{d}) / 2,210 \text{ lots} \\ &= 2.1 \text{ m}^3/\text{d}/\text{lot}\end{aligned}$$

Available hydraulic reserve capacity at the Prescott WTP (without consideration for committed development):

$$\begin{aligned}C_u &= (8,200 - 5,080) / 2.1 \text{ m}^3/\text{lot} \\ &= 1,486 \text{ residential lots}\end{aligned}$$

Therefore, the Prescott WTP is currently operating at approximately 62% of the design capacity and has the ability to service 1,486 equivalent residential lots.

## Prescott Water Pollution Control Plant Evaluation

The following criteria and design assumptions were used in evaluating the available capacity at the Prescott Water Pollution Control Plant (WPCP):

- the Prescott WPCP has an average daily flow (ADF) design capacity of **4,728 m<sup>3</sup>/d** and a peak design flow of **16,000 m<sup>3</sup>/d**
- the ADF at the WPCP between the years 2016 – 2020 (5-year period) was **3,465 m<sup>3</sup>/d** determined from flow records at the plant for the corresponding years
- a theoretical average day domestic sanitary flow of **450 L/person/day** and an average of **3.5 persons per dwelling** will be used for all committed undeveloped residential lots

The uncommitted reserve capacity at the Prescott WPCP was calculated as follows:

Hydraulic reserve capacity:

$$\begin{aligned}C_r &= 4,728 \text{ m}^3/\text{d} - 3,465 \text{ m}^3/\text{d} \\ &= 1,263 \text{ m}^3/\text{d}\end{aligned}$$

Theoretical sewage generation of future residential lots not currently in service:

$$\begin{aligned}&= 0.450 \text{ m}^3/\text{person}/\text{d} \times 3.5 \text{ person}/\text{lot} \\ &= 1.575 \text{ m}^3/\text{d}/\text{lot}\end{aligned}$$

Available capacity at Prescott WPCP:

$$\begin{aligned}C_u &= (4,728 - 3,465) / 1.575 \text{ m}^3/\text{lot} \\ &= 802 \text{ residential lots}\end{aligned}$$

Therefore, the Prescott WPCP is currently operating at approximately 73% of the design capacity and has the ability to service 802 equivalent residential lots.





## Water Storage Evaluation

The MECP publication “Guidelines for Drinking Water Systems” (the Guidelines), provides guidance on the sizing requirements for the total treated water storage within drinking water systems.

Total Treated Water Storage Requirements = A + B + C

Where:           A = Fire Storage (based on Population)  
                      B = Equalization Storage (25% of Maximum Daily Demand) and  
                      C = Emergency Storage (25% of A + B)

**Fire Storage Requirements:** Based on the current design population of 6,000 persons, we cross-reference Table 8-1 from the Guidelines to determine the volume of fire water storage which is 159 L/s for a 3-hour duration (1,717 m<sup>3</sup>).

**Equalization Storage Requirements:** Based on the current rated capacity of the Prescott WTP, the equalization storage requirement is 25% of 8,200 m<sup>3</sup> or 2,050 m<sup>3</sup>.

**Emergency Storage:** Emergency storage is then determined by calculating 25% of the fire water storage and equalization storage requirements: 25% of (1,717 m<sup>3</sup> + 2,050 m<sup>3</sup>) or 942 m<sup>3</sup>.

**Total Water Storage Requirements:** Based on the calculations above, the Town of Prescott needs the following water storage volume:

**Figure 13: Water Storage Requirements**

Parameter	Required to Service 8,200 m <sup>3</sup> /d
Fire Water Storage Requirement	1,717 m <sup>3</sup>
Equalization Storage Requirement	2,050 m <sup>3</sup>
Emergency Storage Requirement	942 m <sup>3</sup>
Total Water Storage Requirement	4,709 m <sup>3</sup>
Water Storage Provided at Prescott WTP	540 m <sup>3</sup>
Storage Deficit	4,169 m <sup>3</sup>

The Town of Prescott has recently submitted an application for funding for the replacement of the existing Prescott Water Tower with a new larger Water Tower.



# SWOT ANALYSIS

OPEN





Strengths, Weakness, Opportunities and Threats (SWOT) analyses have been undertaken as part of this Land Development/Needs Analysis to determine the most ideal extension of existing services in the Town of Prescott to fuel growth in the partner municipalities.

The below SWOT analyses are key to understanding the benefits and drawbacks associated with a municipal servicing extension. It is important to identify the best-case servicing extension scenario from the perspectives of cost efficiency, planning policy, market demand, and environmental factors, as this decision will likely direct future commercial, industrial, and/or residential development growth in the partner municipalities.

While this Land Development/Needs Analysis specifically reviews the strengths, weaknesses, opportunities, and threats of extending municipal services north into the focus area, lands in Augusta to the west of Prescott (and within the overall study area's boundaries) were also reviewed for alternative servicing extension opportunities.

The SWOT analyses identify the following characteristics of servicing in (a) the focus area and (b) lands in Augusta to the west of Prescott, within the study area:

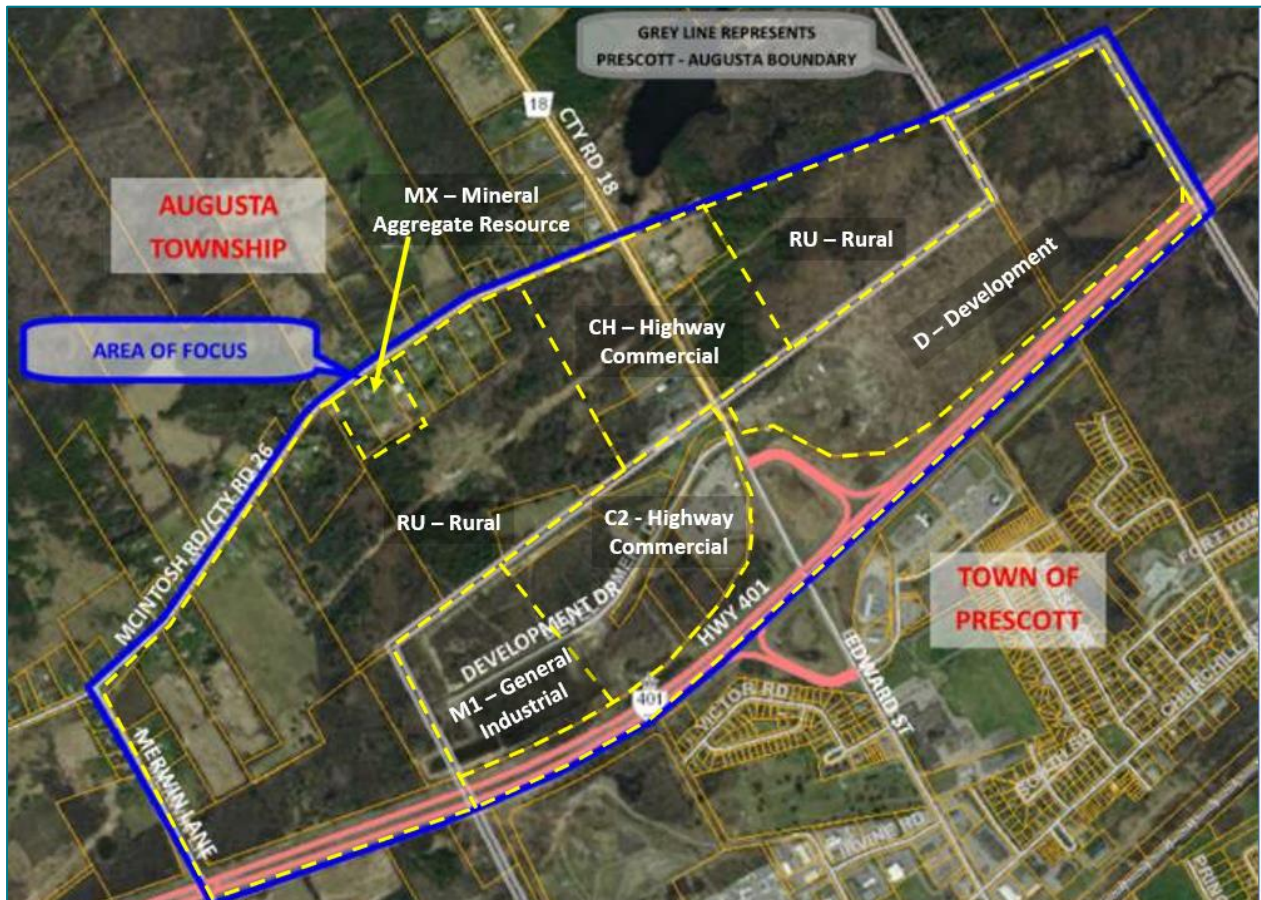
- Strengths: aspects of the focus area and study area lands to the west that is considered to be advantageous for extending municipal servicing
- Weaknesses: aspects of the focus area and study area lands to the west are considered to be disadvantageous for extending municipal servicing
- Opportunities: external elements that the focus area and study area lands to the west could exploit to their advantage if municipally serviced
- Threats: external elements that could have a negative impact on the municipal servicing of the focus area and study area lands to the west.



## 7.0 Focus Area

Strengths, weaknesses, opportunities, and threats associated with extending servicing within the focus area are as follows:

Figure 14: Aerial View of Focus Area



### 7.0.0 Strengths

- The focus area benefits from good traffic volumes and visibility from Highway 401.
- The Highway 18 corridor provides additional visibility to existing and future uses in the area.
- The focus area is in close proximity to services and amenities in the Town of Prescott.
- There is market support for Light Industrial in the area.
- A variety of uses are permitted in the Township of Augusta Official Plan's Rural Policy Area designation.



### 7.0.1 Weaknesses

- There are high costs in extending the servicing under Highway 401.
- The focus area lacks walkability, with no sidewalk infrastructure.
- Existing developments are currently operating on private services.
- The Rural Policy Area designation limits the types and densities of residential, commercial, and industrial uses.

### 7.0.2 Opportunities

- The lands to the north may be adequately developed with lower density residential uses or lower intensity residential uses.
- The lands in the focus area may act as a rural commuter corridor for communities to the north.
- The expected extension of Development Drive will help improve connectivity in the area.

### 7.0.3 Threats

- Competing industrial designated and zoned areas are located at the Maitland Chemical Park and the Augusta Industrial Park. Both of these are located in the Township of Augusta and any work related to these lands would be the Township's sole responsibility.
- Extending municipal services north may result in forced growth at the expense of targeted optimal growth in Prescott and in Augusta to the west of Prescott, where there is a designated Settlement Area.
- There focus area suffers from poor pedestrian connectivity to amenities and services in Prescott.
- Proximity of the focus area to the Highway 401 interchange limits driveway/street creation opportunities.
- Other impacts related to the focus area's proximity to Highway 401 include noise concerns and buffers as required by the Ministry of Transportation of Ontario.

Given the above SWOT analysis and associated obstacles with extending Prescott's municipal servicing north into the focus area, it is our opinion that alternative servicing extension options should be explored. In particular, lands in the focus area are subject to several constraints, including natural heritage features; proximity to Highway 401 causing limited driveway or street creation opportunities; limited pedestrian and vehicle connections to the Town of Prescott to the south; and higher costs associated with extending services north, across Highway 401.



## 7.1 Cost for Expansion of Services North of Highway 401

As noted above, the costs associated with extending servicing infrastructure into the focus area are relatively high and have led to the consideration of extending services in another direction. These costs are explored in greater detail below.

The difference in providing municipal servicing to properties north of Highway 401 and properties that are infill or to the west of the Town of Prescott is the cost of the infrastructure required to cross the Highway 401 corridor. To extend municipal services to the north side of Highway 401 will require the following works:

- Casing (i.e. structural pipe in which all water and wastewater pipe will be passed) will need to be installed underneath Highway 401 in accordance with the requirements of the Ontario Ministry of Transportation.
- Watermain and sanitary sewers will be extended from east of the commercial complex, located on Prescott Centre Drive, through the casings to a location near the intersection of Edward Street North and the north side interchange with the 401.
- A new Sewage Pumping Station will be installed to convey wastewater from the new collection system on the north to the main collection system on the south.
- The sanitary collector on Churchill Road East and on Duke Street will need to be replaced with a larger sewer which can convey the high hydraulic loadings from the north. (common cost for any expansion that occurs north of the CN Rail tracks, therefore not considered as part of this evaluation).
- Sewage Pumping Station #5 will need to be expanded to handle the higher hydraulic loadings. (common cost for any expansion that occurs north of the CN Rail tracks, therefore not considered as part of this evaluation).

The cost for the infrastructure described above is estimated at \$6.4M, including 15% for engineering and a contingency of 20%. Since many of the developed properties, north of Highway 401, have been constructed based on private servicing, we have assumed that the cost from this infrastructure would be recovered from the growth it was intended to promote. Based on the potential development of 300 units, the cost per unit will add approximately \$21K to each unit. Therefore, the costs for development to the north would be \$22K more per unit when compared to infill in Prescott or an extension of services west of Prescott.

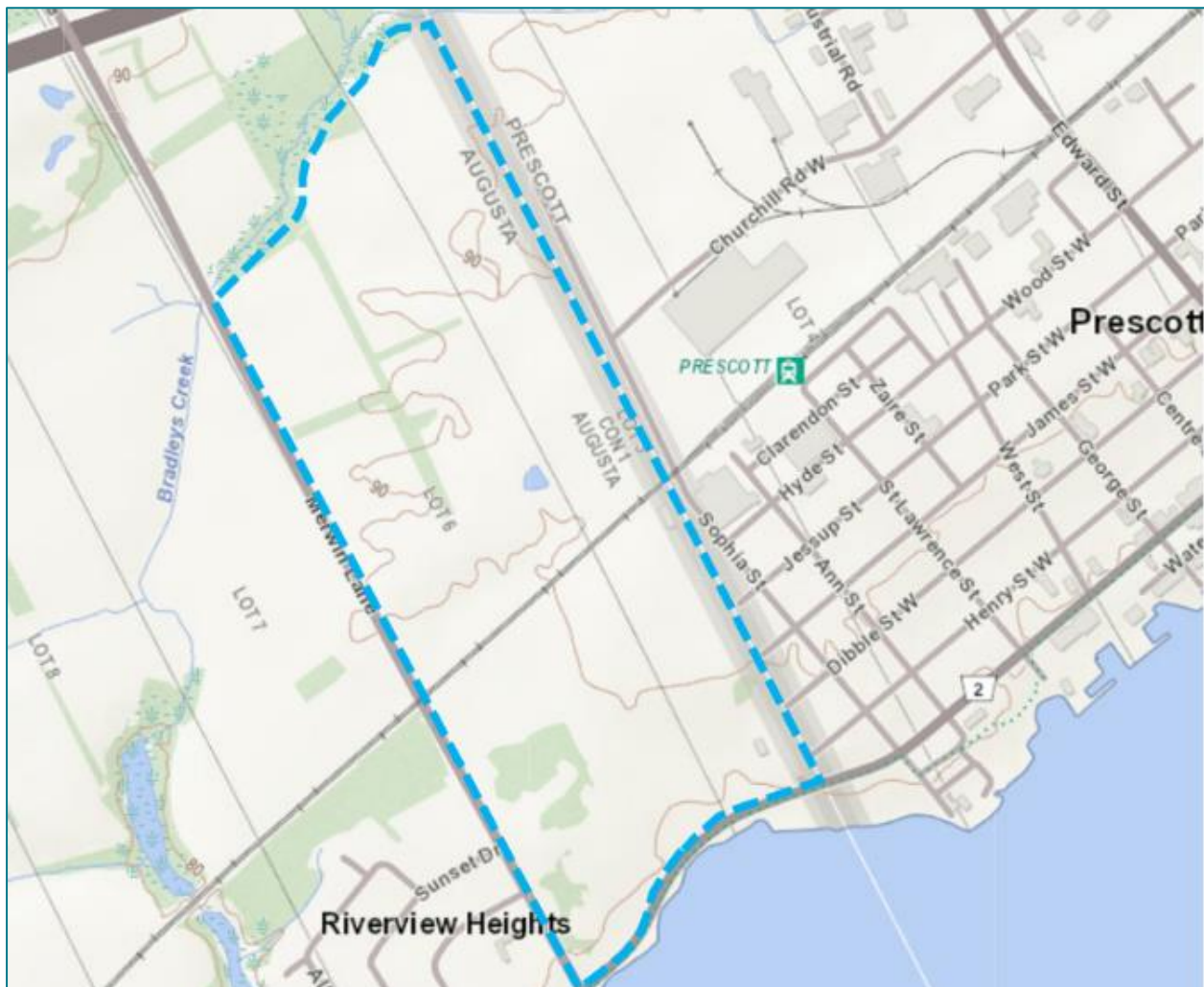
Once the cost for the expansion of the water storage, water treatment plant, Water Pollution Control Plant and the cost for the servicing extension within proposed subdivisions, the cost per unit on the north side of Highway 401 quickly increases to over \$75K per unit which may discourage the development of this area on municipal services.



## 7.2 Extension of Municipal Services West into Augusta (Study Area)

Given the above-noted servicing extension costs, this Land Development/Needs Analysis has undertaken a SWOT analysis of a westward extension of municipal services into the Township of Augusta (and still within the broader study area lands), toward Merwin Lane and Riverview Heights. The northern edge of these lands would consist of the designated Settlement Area boundary, which appears to follow the edge of Bradleys Creek. The southern edge of these lands may extend to County Road 2, depending on the availability of single detached dwelling lots along County Road 2. The lands would have an area of approximately 90 hectares, which is smaller than the 170-hectare focus area. The proposed alternative servicing extension area is outlined in blue in Figure 15 below.

**Figure 15: AgMaps View of the Lands (Outlined in Blue) in Augusta Adjacent to Prescott that may be Subject to Municipal Servicing Extensions**





This second SWOT analysis provides an opportunity to carefully consider an alternative servicing extension option in comparison to the potential extension into the focus area.

Strengths, weaknesses, opportunities, and threats associated with the extension of municipal services westward from Prescott into the Township of Augusta are outlined below:

### 7.2.0 Strengths

- Lands to the west of Prescott are already a designated Settlement Area (adjacent to the existing Riverview Heights neighbourhood to the west) by the Township of Augusta's Official Plan.
- The policy and regulatory framework envisions/permits a wide range of uses within lands that are a designated Settlement Area.
- The lands would represent a more natural residential growth pattern, consisting of a continuation of existing development to the east and west.
- The lands benefit from direct access to the existing CN railway corridor.
- The lands benefit from closer proximity to the built-up area of Prescott and associated services and amenities, including in the downtown core and along the waterfront.
- The lands are located adjacent to the future Aquaworld resort development and may benefit from compatible synergies with the tourist attraction. In particular, commercial uses would benefit from increased vehicle and pedestrian traffic resulting from Aquaworld; and residential uses would benefit from increased employment opportunities.
- Extending services westward would lead to lower servicing and operational costs in comparison to extending services northward.

### 7.2.1 Weaknesses

- The extension of services west into Augusta will still result in an expensive investment in new infrastructure. Despite this, a western extension of services is still more financially feasible and viable to support large-scale development in comparison to an extension of services north across Highway 401.
- The CN railway corridor restricts neighbourhood connectivity opportunities.
- An Intake Protection Zone is located along Bradleys Creek, at the northern edge of the designated Settlement Area. The Raisin-South Nation Source Protection Plan includes policies to address specific threats such as management and risk management plans, managing threats through other existing legislation, education and outreach programs, maintenance programs, management of existing on-site sewage systems, planning requirements for future and proposed onsite sewage (septic systems), review of approvals for stormwater management facilities,





Environmental Compliance Approvals for waste sites; and prohibition of certain future uses or activities. Prohibited future activities include the following, where they could be a significant drinking water threat:

- the handling and storage of an organic solvent;
- the non-residential handling and storage of dense non-aqueous phase liquids (DNAPLs);
- the management of runoff that contains chemicals used in the de-icing of aircraft;
- the handling and storage of liquid fuel as defined in the Technical Standards and Safety Act, 2000, O. Reg. 217/01 (as amended) at facilities other than private outlets and farms;
- the commercial application, storage and handling of pesticides where they are manufactured or processed;
- storage and handling of road salt and storage of snow;
- storage of sewage;
- sewage treatment plant effluent discharges;
- sewage treatment plant bypass discharges to surface water;
- combined sewer discharge from a stormwater outlet to surface water;
- industrial effluent discharges which discharge to surface water and have their primary function in the collection, transmission or treatment of industrial sewage; and
- Waste disposal sites.

The aforementioned sewage-related activities are exempt from this prohibition if:

- the new sewage treatment plant will replace an existing sewage treatment plant; or
- the expansion to existing municipal sewage treatment will provide full services to a new or existing development that is partially serviced or a development where on-site septic systems are failing.

## 7.2.2 Opportunities

- Extending services to the west of Prescott would best concentrate growth by building toward a designated settlement area in proximity to existing employment, services, and infrastructure. The extension of services would represent a natural westward extension of several Prescott streets.
- Municipal services in proximity to Aquaworld may enable future phases of development of the Aquaworld lands.
- The development of lands immediately to the west of Prescott is more compatible with Prescott and most beneficial to its downtown core. Developing these lands would also be better for the development of Maitland, further to the west.



- Lands to the west of Prescott benefit from the best market support for neighbourhood commercial uses.
- The best market support for industrial growth would be located at the Augusta Industrial Park at Blue Church Road. Developing the Industrial Park also provides a better rationale for a future highway interchange at Blue Church Road and Highway 401.

### 7.2.3 Threats

- An expansion of development focused on heavy industrial uses would require a “buffer” from nearby sensitive land uses, such as light industrial developments.
- Nuisances and compatibility issues may result from Aquaworld, County Road 2, the CN railway corridor, and nearby existing industrial uses.

## 7.3 Summary of SWOT Analyses Considerations

In comparing the strengths, weaknesses, opportunities, and threats associated with extending servicing in Prescott northward (to the focus area) or westward (to lands in Augusta within the broader study area), the lands to the west of Prescott appear to offer a generally more beneficial servicing extension scenario. The main factors that make the lands within the study area to the west of Prescott a better servicing extension option than the focus area lands to the north of Prescott are summarized below:

- Per the Township of Augusta Official Plan, the lands to the west of Prescott are a designated Settlement Area, whereas the focus area is located within the Rural Policy Area. From a planning policy perspective, the Augusta Official Plan intends to provide a planning framework that will encourage appropriately serviced mixed-use development and the long-term regeneration of these communities as the focus of residential and economic growth for the municipality. The development of the lands to the west would help develop a portion of The Settlement Area policies also permit a wider range of uses in comparison to that of the Rural Policy Area.
- As outlined above, any extension of services across Highway 401 would incur significant costs. As such, a westward extension of services is likely to be a more cost-efficient option, with potential future developments being more affordable.
- Lands to the west of Prescott may benefit from the extension of several existing streets in Prescott, which currently terminate at its western edge. These streets would provide better, safer pedestrian and vehicle connectivity to existing services and amenities located within Prescott. In comparison, connectivity opportunities between the focus area and the Town of Prescott are limited, with only Edward Street North currently providing vehicle connectivity (with no formal pedestrian infrastructure). Otherwise, Highway 401 currently provides a significant physical barrier between the focus area and the Town of Prescott. Street creation opportunities in the focus area are also limited due to its proximity to the Highway 401 interchange.



- The Township of Augusta Official Plan and South Nation Conservation Authority mapping identify environmental constraints in the focus area in the form of wetlands, a waterbody, significant woodlands, and organic soils. Comparatively, the Settlement Area to the west of Prescott appears to feature far fewer environmental constraints, with the exception of Bradleys Creek and an associated Intake Protection Zone along the northern edge of the lands.

It is therefore recommended that the lands in Augusta to the west of Prescott be considered the “preferred focus area” for the purposes of the consideration of extending municipal services.



**STAKEHOLDER  
INTERVIEWS &  
UTILITY PROVIDER  
CONSIDERATIONS**



## 8.0 Township of Augusta

Interview respondents in the Township of Augusta tended to be long-time residents and business owners with deep roots and family connections in the region. Most businesses cited location, including access to transportation (highways, borders, rail), as a major reason for selecting Augusta. The businesses represented a wide variety of industries, including Tourism, Real Estate, Construction, Logistics, Agribusiness, Medical Services and Manufacturing.

Several businesses identified opportunities to expand, including tourism, manufacturing, residential development, and office space. Examples include:

- R&D site and fabrication facility of gasification units
- Maitland Tower hub-type space, a cluster of commercial activity
- Cross-docking and intermodal with train and truck
- Tiny Homes manufacturing and showcases.

Respondents identified a variety of obstacles holding them back from pursuing expansion and investment opportunities in the Township of Augusta, including capital, broadband, workforce access, zoning, infrastructure, and utilities.

Some respondents felt that retail and commercial development is paramount to growing other businesses or business sectors in the Township, including medical and professional services they would like to access in the Township. Others focused on tourism-related development (hotels, restaurants, amenities) and community hubs/centres like the Maitland Tower.

The majority of businesses interviewed indicated that they try to source products and services locally; however, some indicated that hiring a local workforce was difficult, particularly in green development.

Respondents generally appeared to enjoy interactions with the municipality, which was seen to be quite welcoming and helpful.

Most businesses interviewed had not accessed business support programming before the COVID-19 pandemic, with a significant number taking advantage of federal programming. Some mentioned reaching out for letters of support from the Township and accessing Grenville Futures.

Most interviewees had not had to deal with Official Plan or Zoning By-law matters; from those that had, there was a mixed response from praising the municipality's common sense to suggesting the processes are in need of modernization.

Respondents offered a variety of suggestions for what the Township can do to become more attractive for business development, including but not limited to:

- Green and progressive policies
- Attracting a well-trained workforce to the area
- Better infrastructure and utilities (Internet, municipal servicing, public transit)
- Less in the way of red tape, regulations, development fees, and taxes



- Making Augusta a greater tourism destination
- Attracting larger employers to the area.

## 8.1 Town of Prescott

Stakeholders for the Town of Prescott who took part in interviews identified several strengths, largely relating to its location/access and quality of life. Respondents identified several significant opportunities for economic development in Prescott. These included:

- Increased housing (such as bedroom communities and retirement and senior facilities)
- Revitalizing the downtown (attracting small and medium-sized businesses, including co-sharing and co-working spaces)
- Business attraction/retention, in particular, manufacturing and warehousing and logistics
- Tourism opportunities abound, particularly given the Town's proximity to the water
- Other industries, including a film initiative and a sustainability enterprise at Maitland Tower
- Greater resident, student/graduate, and workforce attraction
- Industrial opportunities
- Collaborations with other municipalities, students, etc.
- More investment in local agricultural uses.

Respondents felt that the Town could benefit from a greater variety of housing to attract and greater transportation opportunities to attract a better workforce. The Town is also a great location for distribution centre uses given its prime location along Highway 401 and the CN railway corridor, across the water from the United States. Opportunities also lie in promoting tourism, ensuring the waterfront and downtown core provide sufficient amenities.

Respondents identified tourism, the downtown core, and manufacturing and logistics as the greatest potential economic drivers for the Town. Stakeholders noted that, on a regional scale, the real estate, manufacturing, and education sectors are going well.

In terms of challenges or barriers to economic growth in Prescott, stakeholders identified better small business support; revitalizing the downtown, in particular resolving issues relating to vacant heritage assets; workforce and youth retention and attraction; high electricity costs; and limited tourism aspects (e.g. lack of hotels).

The current business/development climate in the region has been characterized as needing greater business and, especially, workforce attraction; housing affordability concerns; the Town being in an ideal geographical location; amenities and infrastructure requiring improvement and being made greener; good relations with the local government; and the uniqueness of the waterfront and heritage assets in proximity to the water.



Looking at the next decade, respondents felt that a future economic growth driver would consist of residential growth, with continued demand for moving away from large cities and into smaller, affordable, and picturesque communities (particularly for retirees). Respondents also listed tourism development and workforce retention and attraction as near-future economic transformations affecting Prescott.

Stakeholders listed the following physical infrastructure and services as being essential to meet the needs of residents and businesses in the Town of Prescott:

- Housing
- More consistent outreach services (including mental health)
- Access to professional and general services
- Retail in proximity to Highway 401.

Respondents' vision for Prescott in 2031 included a more lively downtown core, greater tourism opportunities, and the need to provide a better connection between the downtown and Highway 401.

Stakeholders identified the following economic development and planning priorities for the Town of Prescott to focus on:

- Downtown and waterfront revitalization
- Better, more affordable housing, including for seniors
- Resident and workforce attraction and retention
- Business supports
- Tourism development
- Infrastructure improvements, including internet connectivity
- Green initiatives
- Focus on youth engagement and education.



LITERATURE  
REVIEW  
SHARED SERVICES  
& CASE STUDIES







## 9.0 Introduction

When two (2) municipalities are considering sharing municipal services, they should consider three (3) basic principles to ensure the terms and conditions of their agreement are effective and long-lasting:

1. **Common Interest:** both municipalities, from their municipal councils to the general public, must agree to the same objective for the implementation of shared services.
2. **Mutual Benefit:** both municipalities must benefit from the arrangement in proportion to their contribution to the arrangements for shared services.
3. **Cost-effectiveness:** The shared services arrangement must provide a cost-effective delivery model for both municipalities, and the sharing of the cost related to the services must be fair and equitable to both parties.

At the core of the Lands Needs Assessment, the possibility for the extension of water and sewage services from the Town of Prescott to the Focus Area within the Township of Augusta needs to be explored. Our team will assist with providing an understanding of the requirements for various terms and conditions of a shared service agreement such that both parties will find the shared service agreement to be fair and equitable.

## 9.1 Case Studies of Service Extensions

Our team has compiled examples of several shared service agreements and has provided a comparison of these agreements on the following basis:

- Roles and Responsibilities of each Municipality
- Cost Sharing and Budget
- Decision Making
- Performance Management
- Evolving and Improving the Agreement

The shared service agreements that we have compiled include (Refer to Appendix A):

- Clarence-Rockland/Nation Joint Water System Agreement (August 18, 2020)
- Federation of Canadian Municipalities Template for Water and Sewer Service Agreement
- Municipal Finance Officers' Association Template for Water Supply Agreement
- Russell – Ottawa Water Agreement (January 16, 2008)
- South Glengarry – Cornwall Draft Shared Water Agreement (2020 Draft)
- Town of Hawkesbury/Township of Champlain Shared Water Agreement (June 8, 2005), Bylaw 1207 for Vankleek Hill and Bylaw 2002-56 for L'Orignal



Figure 16: Summary of Shared Service Agreements – Nation/Alfred-Plantagenet, Champlain/Hawkesbury

Water		Water
Municipalities	<p><b>Nation Municipality (St. Isidore)</b></p> <p><b>Township of Alfred-Plantagenet</b></p>	<p><b>Township of Champlain (Vankleek Hill &amp; L'Orignal)</b></p> <p><b>Town of Hawkesbury</b></p>
<b>Background</b>	<ul style="list-style-type: none"> <li>▪ Nation completed (Environmental Assessment) EA to provide water from Alfred/Plantagenet to St. Isidore</li> <li>▪ Nation is responsible for the construction of the extension of the water service</li> <li>▪ No term associated with agreement</li> <li>▪ Agreement sets up a Joint Management Committee to address the implementation of the Agreement</li> </ul>	<ul style="list-style-type: none"> <li>▪ Champlain completed EA and obtained all approvals for the implementation of joint water service.</li> <li>▪ 20-year term with 10-year term automatic extension</li> </ul>
<b>Roles and Responsibilities</b>	<p>Nation is responsible for:</p> <ul style="list-style-type: none"> <li>▪ Design, construction and installation of all works</li> <li>▪ Purchase water capacity as defined in Schedule B of the agreement</li> <li>▪ Install a flow meter at the connection point to Joint Water System</li> <li>▪ Haul wastewater/sludges generated at WTP to own sewage plant for disposal</li> </ul> <p>Alfred and Plantagenet will:</p> <ul style="list-style-type: none"> <li>▪ Deliver potable water in the amount specified at an acceptable pressure</li> <li>▪ Operate and maintain water system in accordance with applicable laws and regulations</li> <li>▪ Submit a budget of estimated income and expenditures for the joint system for the upcoming year</li> <li>▪ Maintain a joint reserve fund</li> <li>▪ Provide notification of any situation in which the Township cannot supply water</li> <li>▪ Make capital contribution for homes within Alfred/Plantagenet that connect to the transmission main constructed by the Nation</li> </ul>	<p>Champlain will:</p> <ul style="list-style-type: none"> <li>▪ Design, construction and installation of all works to connect the two systems.</li> <li>▪ Install a flow meter at the connection point to Joint Water System</li> <li>▪ Supply to Hawkesbury each year a 5-year written forecast or estimate of Vankleek Hill's water needs.</li> <li>▪ Provide fire protection storage within the Vankleek Hill water distribution system</li> <li>▪ Champlain will create a reserve fund with a water rate surcharge of \$0.05 per 1000 imperial gallons (IG) to pay for future works</li> </ul> <p>Hawkesbury will:</p> <ul style="list-style-type: none"> <li>▪ Maintain a minimum pressure of 275 kilopascals (kPa) (40 pounds per square inch ((psi) at the primary distribution and metering chamber at a maximum daily supply rate of 630,000 imperial gallons per day (IGPD), when no fire condition is present in Hawkesbury</li> <li>▪ Operate and maintain water system in accordance with applicable laws and regulations</li> </ul>



Water		Water
		<ul style="list-style-type: none"> <li>Expand the Hawkesbury WTP to provide the allocated capacity to Champlain</li> </ul>
<b>Cost Sharing and Budget</b>	<ul style="list-style-type: none"> <li>Water Rates include: costs associated with operating and maintaining the system, administrative costs, and reserve contributions</li> <li>The Joint Water System shall be operated on a non-profit basis with water rates reflecting the actual cost of production and transmission of potable water</li> <li>Year-End Adjustment: <u>Total Operating Cost x Nation Flow</u> Total Flow</li> <li>Any additional future capital work required to expand the Joint Water System would require the participation of only those municipalities that require additional capacity. The individual capital contribution towards the costs of such works would be proportioned based on the additional capacity requested.</li> <li>The capital cost of any additional future capital work required to upgrade, replace, refurbish and maintain the Joint Water System would be paid for by both participating municipalities, with each share of the capital cost proportioned based on each participant's share of the total allocated capacity.</li> </ul>	<ul style="list-style-type: none"> <li>Champlain will pay for Hawkesbury WTP upgrades on a pro-rated basis using the request allocation.</li> <li>Water rate to include cost associated with production and transmission, cost of maintaining metering chamber and a 10% administration fee.</li> </ul>
<b>Decision Making</b>	<ul style="list-style-type: none"> <li>If a dispute arises between the parties which cannot be resolved at the Council level within a reasonable time, the issue shall be determined by a sole arbitrator appointed by mutual agreement</li> </ul>	<ul style="list-style-type: none"> <li>If a dispute arises between the parties which cannot be resolved through consultation within a reasonable time, the issue shall be determined by a sole arbitrator appointed by mutual agreement</li> </ul>
<b>Performance Management</b>	<ul style="list-style-type: none"> <li>Potable water at acceptable pressure meeting provincial laws and regulations</li> </ul>	<ul style="list-style-type: none"> <li>Potable water at acceptable pressure meeting provincial laws and regulations</li> </ul>



Figure 17: Summary of Shared Service Agreements - Russell/Ottawa; Nation/Clarence-Rockland

Service	Water	Water
<b>Municipalities</b>	<b>Township of Russell City of Ottawa</b>	<b>Nation Municipality (Limoges) City of Clarence-Rockland</b>
<b>Background</b>	<ul style="list-style-type: none"> <li>▪ Russell is responsible for the infrastructure required to transfer water from the City of Ottawa’s system to theirs.</li> <li>▪ Russell to complete Schedule “B” EA for the extension of water service from the City</li> <li>▪ 30-year term with 20-year term automatic extension</li> </ul>	<ul style="list-style-type: none"> <li>▪ 20-year term with one (1) 10-year term automatic extension</li> <li>▪ Agreement sets up a Joint Management Committee to address the implementation of the Agreement</li> </ul>
<b>Roles and Responsibilities</b>	<p>Russell will:</p> <ul style="list-style-type: none"> <li>▪ Design and construct all works, with approval of the City for any works within their boundaries.</li> <li>▪ Russell to provide water services to all City properties that front the water transmission main.</li> <li>▪ Supply to Ottawa each year a 5-year written forecast or estimate of Russell’s water needs.</li> <li>▪ Provide fire protection storage within the Russell water distribution system.</li> <li>▪ If the system is not used for 365 days continuously, the system shall be decommissioned.</li> </ul> <p>The City of Ottawa will:</p> <ul style="list-style-type: none"> <li>▪ Agrees to provide assistance for approvals, permits, etc., at the Township’s expense.</li> <li>▪ Deliver potable water in the amount specified at an acceptable pressure</li> <li>▪ Operate and maintain water system in accordance with applicable laws and regulations</li> <li>▪ The City will not charge to the Township any development charges or fees related to the construction of the works.</li> <li>▪ Submit a budget of estimated income and expenditures for the joint system for the upcoming year</li> </ul>	<p>Nation Municipality will:</p> <ul style="list-style-type: none"> <li>▪ Make payment for the allocation of water in the City’s existing infrastructure.</li> <li>▪ Design and construct the required infrastructure to connect the two systems, including a flow metering chamber.</li> <li>▪ The Nation shall have the right to request the City consider increased estimated water demand forecasts beyond the 30-year water allocation. The parties would negotiate the terms of such increased supply in good faith.</li> </ul> <p>City of Clarence-Rockland will:</p> <ul style="list-style-type: none"> <li>▪ If water reduction or restrictions are put in place in the City, the same restriction can be placed on the Nation based on the same method used for restricting the supply within the City.</li> <li>▪ The City shall immediately notify the Nation of any malfunction and/or adverse water quality result in the Drinking Water System.</li> </ul>



Service	Water	Water
<b>Cost Sharing and Budget</b>	<ul style="list-style-type: none"> <li>▪ Township agrees to pay to the City the Water Rate for the consumption of water.</li> <li>▪ Russel purchased capacity in two water booster stations and an oversized watermain that provides water to the connection point in the system.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cost-sharing will be based on average day demand allocation.</li> <li>▪ The City will invoice the Nation the bulk rate on a quarterly basis.</li> <li>▪ If the City is to upgrade parts of its drinking water system, the costs shall be shared based on the water allocation.</li> </ul>
<b>Decision Making</b>	<ul style="list-style-type: none"> <li>▪ If the City wants the feedmain relocated, the agreement provides the procedure and the cost-sharing to achieve this.</li> <li>▪ If a dispute arises between the parties, the issue shall be determined by a sole arbitrator appointed by mutual agreement</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parties agreed to provide notification to each other of any changes in their zoning bylaws and/or any proposed Plan of Subdivision in the service area.</li> <li>▪ All matters in a dispute arising from this Agreement that cannot be resolved by the parties shall be finally settled by arbitration.</li> </ul>
<b>Performance Management</b>	<ul style="list-style-type: none"> <li>▪ Potable water at acceptable pressure meeting provincial laws and regulations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potable water at acceptable pressure meeting provincial laws and regulations</li> </ul>



Figure 18: Summary of Shared Service Agreements – South Glengarry / Cornwall; Woodlands/Whitecourt

Water & Sewage (Draft)		Water and Sewage
Municipalities	Township of South Glengarry City of Cornwall	Woodlands County (AB) Town of Whitecourt (AB)
Background	<ul style="list-style-type: none"> <li>▪ Township of South Glengarry has requested municipal water and wastewater services from the City of Cornwall to service an industrial park on the boundary between both municipalities.</li> <li>▪ Term 25 years, with an update review every 5 years, automatic 1-year extensions</li> </ul>	<ul style="list-style-type: none"> <li>▪ Indefinite term can be cancelled with two years notice</li> </ul>
Roles and Responsibilities	<p>The Township of South Glengarry will:</p> <ul style="list-style-type: none"> <li>▪ Design and construct all infrastructure required for the distribution and collection of water/wastewater from the service area to a connection point specified by the City of Cornwall.</li> <li>▪ Take every effort to start construction within 5 years and have construct not extend beyond 1 year.</li> <li>▪ Commit to providing full servicing to all properties to be serviced.</li> <li>▪ Commit to enforcing the City of Cornwall Sewer Use bylaw for the sanitary system.</li> <li>▪ Township maintains ownership and operation of all infrastructure within Township boundaries.</li> <li>▪ The Township is restricted from having new industrial and farm users within the service area.</li> <li>▪ Commit to circulating all planning applications for review by the City.</li> </ul> <p>The City of Cornwall will:</p> <ul style="list-style-type: none"> <li>▪ Deliver potable water in the amount specified at an acceptable pressure.</li> <li>▪ Operate and maintain water system in accordance with applicable laws and regulations.</li> <li>▪ Fire protection will be provided through the municipal system.</li> <li>▪ Receive the quality of wastewater as specified in the agreement for treatment at the Cornwall Water Pollution Control Plant (WPCP).</li> <li>▪ City reserved the right to approve future connections to the system.</li> </ul>	<p>Woodlands County will:</p> <ul style="list-style-type: none"> <li>▪ Obtain the required regulatory approvals, permits, licences or certificates.</li> <li>▪ Design and construct all infrastructure required to connect the water and wastewater systems.</li> <li>▪ Design and construct a bulk metering chamber at the point of connection of the two systems.</li> <li>▪ Design and construct an inspection port at the sanitary connection of the systems and ensure that sewage pressure does not exceed 20 psi at point of delivery.</li> <li>▪ Retain ownership of all infrastructure outside of the Township.</li> <li>▪ Woodlands shall not extend the service area without approval.</li> </ul> <p>Town of Whitecourt will:</p> <ul style="list-style-type: none"> <li>▪ Retain ownership of all infrastructure within Town boundaries.</li> <li>▪ Provide the quantity of water, as per the allocation, which meets quality expectations</li> </ul>



	Water & Sewage (Draft)	Water and Sewage
<b>Cost Sharing and Budget</b>	<ul style="list-style-type: none"> <li>▪ The Township will pay a connection charge for the water and wastewater allocation based on the value of the City’s water and wastewater assets.</li> <li>▪ The City is imposing a capital reserve contribution for future maintenance of Boundary Road, which is entirely within the City of Cornwall but is the main road for the industrial park.</li> <li>▪ The Township will pay water and sewage rates as per the City of Cornwall’s User Fees and Charges Bylaw</li> </ul>	<ul style="list-style-type: none"> <li>▪ Purchased allocation in existing infrastructure.</li> <li>▪ Counties agree to pay water rates from Town Bylaw</li> </ul>
<b>Decision Making</b>	<ul style="list-style-type: none"> <li>▪ All matters in dispute arising from this Agreement that cannot be resolved by the parties shall be finally settled by arbitration.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Both parties agree to institute water bans when required.</li> <li>▪ All matters in dispute arising from this Agreement that cannot be resolved by the parties shall be finally settled by arbitration.</li> </ul>
<b>Performance Management</b>	<ul style="list-style-type: none"> <li>▪ Potable water at acceptable pressure meeting provincial laws and regulations.</li> <li>▪ Wastewater not to exceed the City of Cornwall’s Sewer-Use Bylaw quality limits.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Water quality indicated but pressure cannot be guaranteed on the water system</li> </ul>



## 9.2 Draft Terms and Conditions

Based on the available capacity in the water and wastewater infrastructure in Prescott, there is an ability for the Town of Prescott to service parts of the Township of Augusta. It is recommended that both municipalities retain the services of a consulting engineer to assist with the preparation of a shared service agreement.

Consolidating the general terms and conditions that can be found in a shared service agreement, the parties should familiarize themselves with the following information:

**Figure 19: General Terms and Conditions**

Term or Condition	Description	Considerations
<b>Term of the Agreement</b>	<ul style="list-style-type: none"> <li>▪ Short Term (less than 10 years)</li> <li>▪ Medium Term (10-20 years)</li> <li>▪ Long Term (greater than 20 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Long-term agreements provide more stability and enable long-term planning.</li> <li>▪ Long-term agreements allow for the debenturing of upfront capital costs.</li> <li>▪ Agreement should permit for adjustments to specific terms (i.e. rates, service areas, etc.) for which a process needs to be provided to enable the changes.</li> </ul>
<b>Level of Service</b>	<ul style="list-style-type: none"> <li>▪ Water: Ontario Drinking Water Quality Standards (ODWQS) (Quality), Quantity and Pressure.</li> <li>▪ Wastewater: Quality (Sewer-use Bylaw), and Quantity.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to address fire flow provisions and water storage requirements.</li> <li>▪ Operating authority for extensions outside of Prescott.</li> </ul>
<b>Roles &amp; Responsibilities</b>	<ul style="list-style-type: none"> <li>▪ Who holds ownership?</li> <li>▪ Who is responsible for operation and maintenance?</li> <li>▪ Who is responsible for payment services?</li> <li>▪ Who approves new connections?</li> <li>▪ Who is responsible for monitoring and metering?</li> <li>▪ Who has permission for access and inspections?</li> <li>▪ Suspension &amp; termination terms.</li> <li>▪ Notification requirements.</li> </ul>	
<b>Rates and Payment Terms</b>	<ul style="list-style-type: none"> <li>▪ User Fees</li> <li>▪ Initial Capital Costs</li> <li>▪ Future Capital Costs</li> <li>▪ Fee for Service Items (i.e. frozen service, turn water off/on, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>▪ How are these to be determined?</li> </ul>
<b>Dispute Resolution</b>	<ul style="list-style-type: none"> <li>▪ Arbitration terms?</li> </ul>	





**DEMAND  
FORECASTING**

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**PRESCOTT**  
EST 1784  
THE FORT TOWN

*Augusta*  
TOWNSHIP  
*A Community of Opportunity*



For the identified study area and timeline in the Township of Augusta and Town of Prescott, industrial, retail and office demand has been forecasted, using market-driven methodologies for the near term with a time horizon of 2030. While forecasts may seem low over this time frame, it is important to realize the catalytic impact that economic development initiatives can have on subsequent medium- and longer-term growth forecasts. Such economic development strategies cannot be quantitatively determined in the short term, but as the initiatives or investment attraction becomes more prominent, the years beyond 2030 have the distinct potential to be much more robust. As such, both communities have an opportunity to further build on their existing core strengths in retail within Prescott and industrial operations in Augusta, respectively.

As a starting point for demand forecasting, a baseline was established to understand the business mix of Augusta and Prescott. Accordingly, FBM reviewed the business directories provided by the Township of Augusta and the Town of Prescott in May 2021. Each business listing was investigated, mapped, and assigned a six-digit NAICS code. This data was then tabulated and quantified to create baseline inventory figures the land use demand forecasted, upon which future demand and allocation could be reasonably and rationally applied.

The figures below visually show the current business mix and distribution thereof in Augusta and Prescott.

**Figure 20: Augusta Township Business Mix**



**Figure 21: Town of Prescott Business Mix**

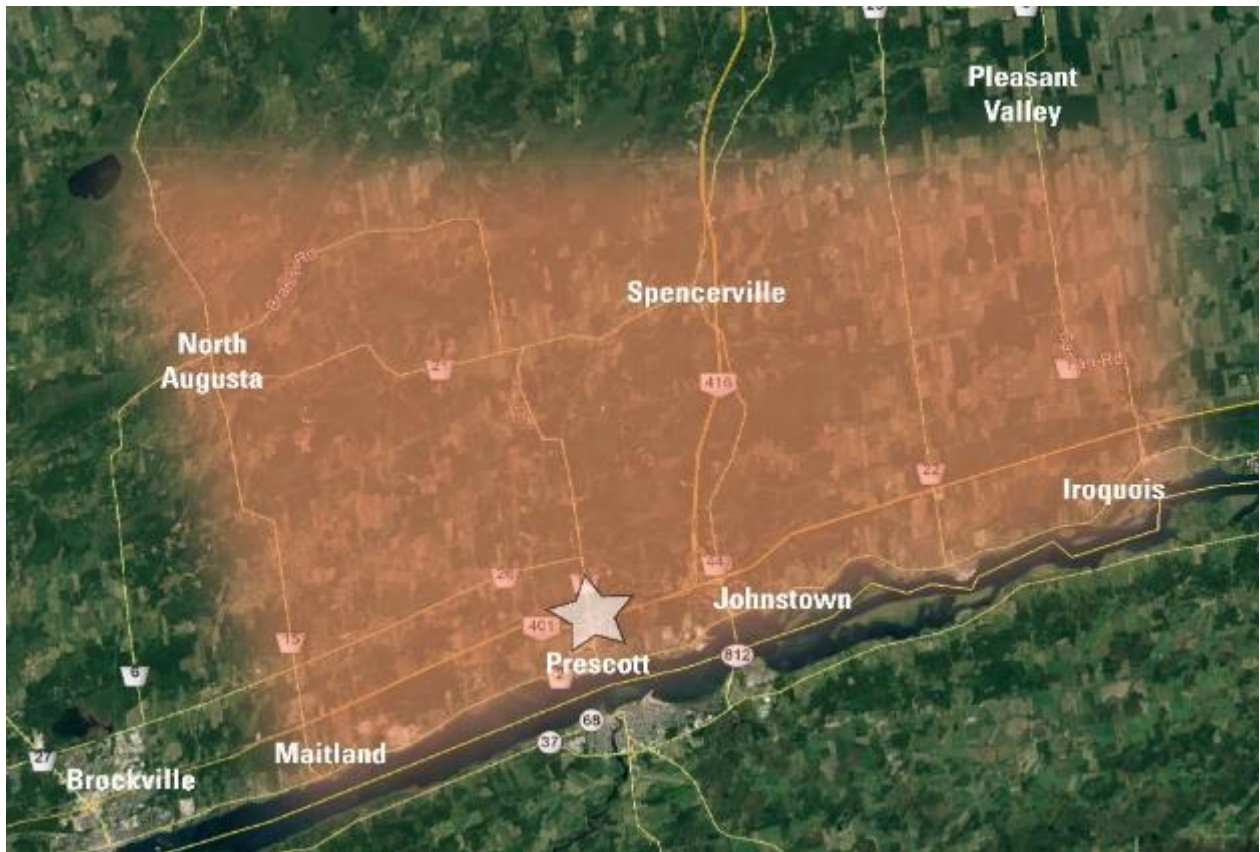




## 10.0 Trade Area

To create a framework for evaluating retail demand and subsequent gaps in the provision of shops and services, it is necessary to define and identify the Trade Area from which Prescott and Augusta's retail sales are most frequently and likely to be sourced (figure below). This Trade Area, with its focal point being Prescott, is shown below and accounts for a population base of 19,230 residents and a total household retail spending of \$282.6 million (2020 estimate).

**Figure 22: Retail Trade Area**





## 10.1 Demand Forecasts

### Retail

Total retail demand supportable in the study area by 2030 would be **167,982 square feet with a corresponding land need of approximately 13 to 15 acres.**

### Office

Total office demand supportable in the study area by 2030 would be **10,300 square feet with a corresponding land need of less than 1 acre.**

### Industrial

Total industrial demand supportable in the study area by 2030 and premised on light and medium intensity formats (and excluding heavy industrial) would be **91,793 square feet (sf) with a corresponding land need of approximately 10 acres.**

In combination with strategic land assets in both communities within the study area as well as identified priority sites, a community-wide allocation as identified in **Figure 23** has been prepared to inform action plans within the Economic Development Strategies of the Town and Township, respectively. In particular, the typologies of land use within each larger category of retail, office and industrial are designated to fill specific niches over the next 10 years as the communities work together to chart a path forward for attracting residents, workforce and meeting or exceeding demand forecasts.

**Figure 23: Land Use Demand Allocation**

LAND USE	Total 10-yr New Demand by 2030 (sf / acres)		Augusta Township <i>A Community of Opportunity</i>				Town of Prescott EST. 1784 THE FORT TOWN			
			% Share of Demand	Share of Demand (sf)	Land Utilization Factor	Net Land Area (acres)	% Share of Demand	Share of Demand (sf)	Land Utilization Factor	Net Land Area (acres)
<b>RETAIL (including residual)</b>	<b>167,982</b>	<b>11.3</b>	<b>25%</b>	<b>41,995</b>	<b>0.3</b>	<b>3.2</b>	<b>75%</b>	<b>125,986</b>	<b>0.36</b>	<b>8.1</b>
Neighbourhood Commercial			20%	33,596	0.3	2.6	15%	25,197	0.5	1.2
Community Commercial							25%	41,995	0.3	3.2
Highway Commercial			5%	8,399	0.3	0.6	25%	41,995	0.3	3.2
Riverview District (Downtown)							10%	16,798	0.75	0.5
<b>OFFICE</b>	<b>10,300</b>	<b>0.5</b>	<b>50%</b>	<b>5,150</b>	<b>0.35</b>	<b>0.3</b>	<b>50%</b>	<b>5,150</b>	<b>0.75</b>	<b>0.2</b>
Business Park			50%	5,150	0.35	0.3				
RiverWalk District (Downtown)							50%	5,150	0.75	0.2
Suburban										
<b>INDUSTRIAL</b>	<b>91,793</b>	<b>9.1</b>	<b>80%</b>	<b>73,435</b>	<b>0.22</b>	<b>7.7</b>	<b>20%</b>	<b>18,359</b>	<b>0.30</b>	<b>1.4</b>
Medium Industrial			60%	55,076	0.2	6.3				
Light Industrial			20%	18,359	0.3	1.4	20%	18,359	0.3	1.4



## 10.1.0 Township of Augusta

The Township of Augusta is expected to absorb the lion's share of new industrial demand requiring an estimated 8 acres over the near term. In contrast, demand for retail space is less robust (41,995 sf) with growth concentrated in a small, convenience/grocery anchored Neighbourhood Commercial Centre format (33,596 sf) with proximity to the future Aquaworld and supported by new future residential growth in the Rural Settlement Area west of the Town of Prescott. Other Highway Commercial activity of a smaller, specialized scale (8,399 sf) could be supported in conjunction with a possible highway interchange improvement at Blue Church and Hwy 401, though this may fall beyond the time horizon of this study.

Office use in Augusta is envisioned to comprise a combination of light industrial flex buildings, which may also house quasi retail businesses (e.g. fitness/gyms, craft breweries/distilleries).

The key to unlocking value for Augusta's near-term demand fulfilment lies in setting the stage to pursue and kick start light and medium industrial uses that leverage the locational assets of the Hwy 401 corridor, existing strong performing industrial base, and potential future improvements of an interchange at Hwy 401 at Blue Church. This also includes playing a pivotal role in stimulating and justifying activity that could support activating spurs from the major rail corridor.

### 10.1.1 Town of Prescott

Future demand within the Town of Prescott is likely to come from retail uses as well as supporting niche office uses. Downtown is the lifeblood and beating heart of the community, and the fact that the Town has not enabled a proliferation of external retail has been a major factor as to why the Downtown has vibrancy. This vibrancy can be maintained if demand for retail and office is planned around infill within the RiverWalk District (16,798 sf Retail + 5,150 sf Office) to incubate and attract new local businesses that require smaller spaces at slightly more affordable rates.

By maintaining a pragmatic approach to accommodating demand that continues to be in step with growth will ensure that the downtown can continue to thrive while still allowing for new retail (109,188 sf) to also be introduced in other nodes comprising Neighbourhood Commercial (25,197 sf), Community Commercial (41,995 sf) and Highway Commercial (41,995 sf) in the north and east that benefit from external trade area patronage, future infill residential growth, and Hwy 401 access and visibility.

In terms of industrial demand, the future allocation of demand (18,359 sf) should continue to be accommodated within the current industrial/business park node to further infill and take advantage of existing servicing capacity.

Prescott has the distinct opportunity to meet the identified future demand allocation in a way that maintains cost-effective growth and development while filling land and business mix gaps, all while maintaining the allure of the community that is sure to be a major selling point to new residents and



investors. The Town is blessed with many available land assets and over the next decade does not need to expand or leapfrog Hwy 401 to achieve economic success.

If and as Aquaworld develops and residential growth as envisioned expands west into Augusta Township, the benefactor of this growth from a commercial perspective will be Prescott and its Downtown business mix and culture, which should see an increasing desire for more visitor accommodations and mixed-use formats as a result. Retail in the RiverWalk District is an asset for residents and visitors and should be harnessed for this economic value.

### 10.1.2 Conclusion

The quantification of feasible near-term demand for retail, office and industrial land uses as well as the overall compatible formats and typologies set the stage for the more detailed opportunity identification and implementation as to how these demand and allocation forecasts can best be framed for strategic public or private opportunities within the study area and the respective communities of Augusta or Prescott.



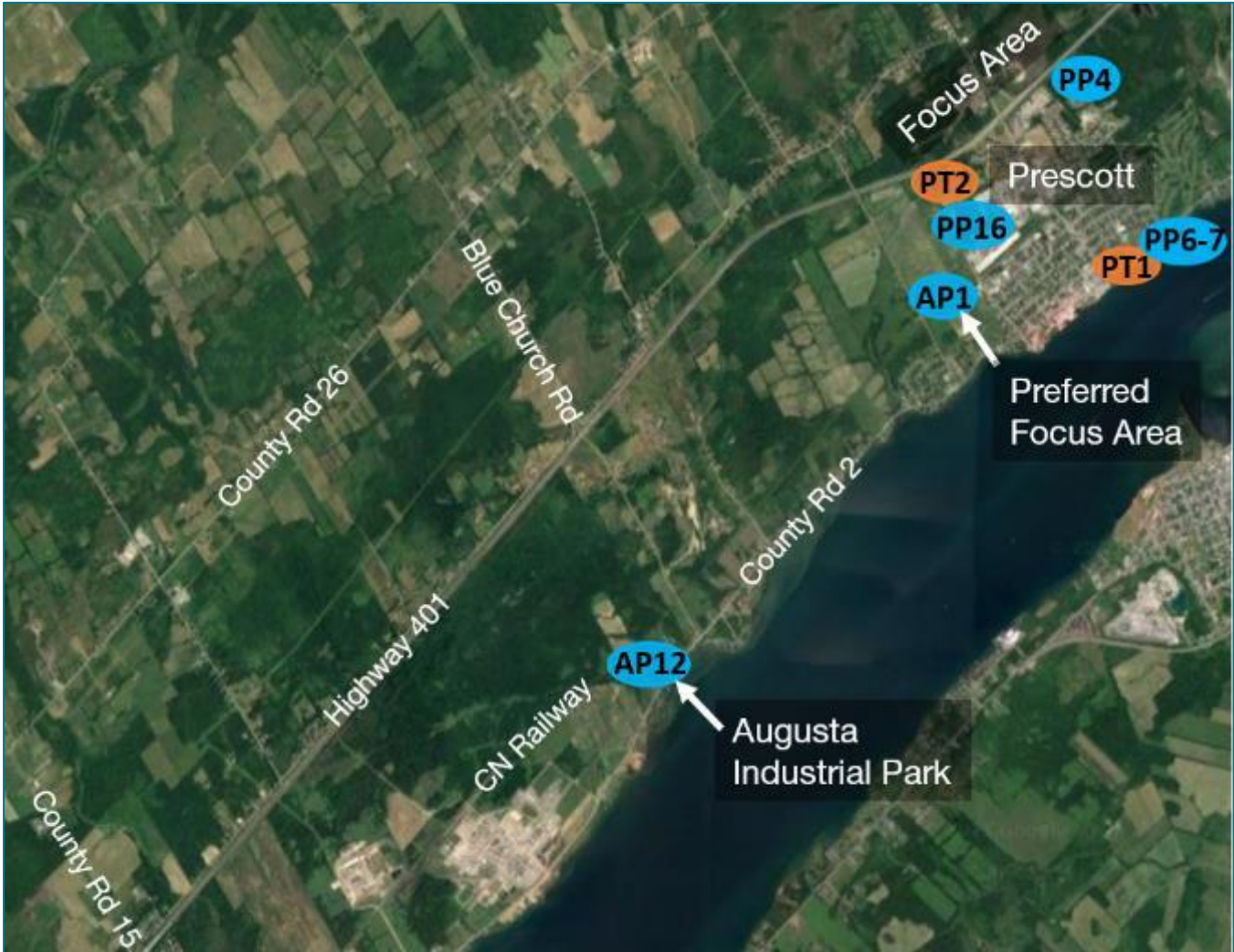
# DEVELOPMENT OPTIONS



In considering the above-noted policy and regulatory framework; strengths, weaknesses, opportunities, and strengths; feedback from stakeholders and utility providers; and shared servicing opportunities, the following future development scenarios are considered to be the fairest and most beneficial for the partner municipalities.

This section first provides development options for the focus area, followed by development options for the overall study area. The development options are identified on 24 below.

**Figure 24: Aerial View of Development Options**







## 11.0 Opportunities within Existing Focus Area (North of Prescott)

As previously noted, the study's existing focus area consists of the lands bound by McIntosh Road/County Road 26 to the north, Highway 401 to the south, Prescott's boundary to the east, and Merwin Lane to the west. The focus area is located in proximity to the Town of Prescott and to Highway 401, but several constraints limit opportunities to efficiently develop the study area, including:

- Poor pedestrian and vehicular connectivity to the built-up lands to the south of Highway 401.
- An off-ramp accessing Edward Street North to the north of Highway 401 restricts new street creation opportunities within the focus area, directing non-signalized commercial/private road access connections to be offset 125 to 185 metres from the nearest intersecting access and public roads, service roads, or signalized commercial/public road access connections to be offset a minimum 400 metres (ideally 800 metres) from the nearest intersecting access.
- Municipal planning schedules and South Nation Conservation Authority mapping identify several natural constraints within the focus area that would limit development or incur additional studies, including unevaluated wetlands, a waterbody, significant woodlands, and organic soils.
- From a planning policy perspective, lands in Augusta to the north of Prescott are not designated settlement areas.
- A number of existing or planned developments along Development Drive are currently functioning on private services.

Given the above realities, several of the lands in the focus area are either undevelopable or are likely limited in their development potential. It is our opinion that a northward expansion of Prescott's municipal services northward into the identified focus area would not result in the most efficient development patterns. The focus area may continue to be developed on a limited basis (for instance, immediately fronting on Development Drive or Edward Street North/County Road 18), with rural, privately serviced development patterns.



## 11.1 Opportunities within Study Area

### 11.1.0 Western Extension of Municipal Services into the Preferred Focus Area

Lands in the Township of Augusta immediately to the west of the Town of Prescott's boundaries (located in part at AP1 (see page 37) see page represent a prime opportunity for an efficient extension of existing municipal services for the development of new neighbourhoods in proximity to existing infrastructure, services, and amenities. The preferred focus area is already identified in the Township of Augusta Official Plan as a Rural Settlement Area.

The lands between Bradleys Creek to the north, County Road 2 to the south, the Prescott-Augusta municipal boundary to the east, and Merwin Lane to the west represent up to 90 hectares of largely greenfield development lands, with some constraints in the form of the east-west CN railway that cuts the lands in two and an Intake Protection Zone around Bradleys Creek. Despite the above, prohibition of future activities relating to source water protection is limited to the following (where they could be a significant drinking water threat):

- the handling and storage of an organic solvent;
- the non-residential handling and storage of DNAPLs;
- the management of runoff that contains chemicals used in the de-icing of aircraft;
- the handling and storage of liquid fuel as defined in the Technical Standards and Safety Act, 2000, O. Reg. 217/01 (as amended) at facilities other than private outlets and farms;
- the commercial application, storage and handling of pesticides where they are manufactured or processed;
- storage and handling of road salt and storage of snow
- storage of sewage;
- sewage treatment plant effluent discharges;
- sewage treatment plant bypass discharges to surface water;
- combined sewer discharge from a stormwater outlet to surface water;
- industrial effluent discharges which discharge to surface water and have their primary function in the collection, transmission or treatment of industrial sewage; and,
- Waste disposal sites.

Other similar activities to the above may be subject to other measures, including but not limited to risk management, monitoring, and/or educational and outreach programs.

Although smaller in area than the 170-hectare focus area to the north of Prescott, the preferred focus area should easily accommodate the region's short-term market demand and appear to provide more cost-effective servicing and development opportunities. The development of these lands would fill a gap between existing communities in Prescott to the east and Riverview Heights to the west.

The extension of municipal servicing to the preferred focus area would be a cost-efficient option, given the lands' proximity to existing municipal services. The preferred focus area is also in proximity to



several existing amenities and services found in the Town of Prescott. Existing roadways in the Town of Prescott, including Churchill Road West, Jessup Street, James Street West, and Dibble Street West, may be extended west into the preferred focus area, providing convenient and close access to the existing road network within Prescott. In particular, several east-west streets in the Town of Prescott currently terminate as stubs at the Town's boundary and may therefore be easily extended further west. Roadway connection opportunities are also present via Merwin Lane and County Road 2.

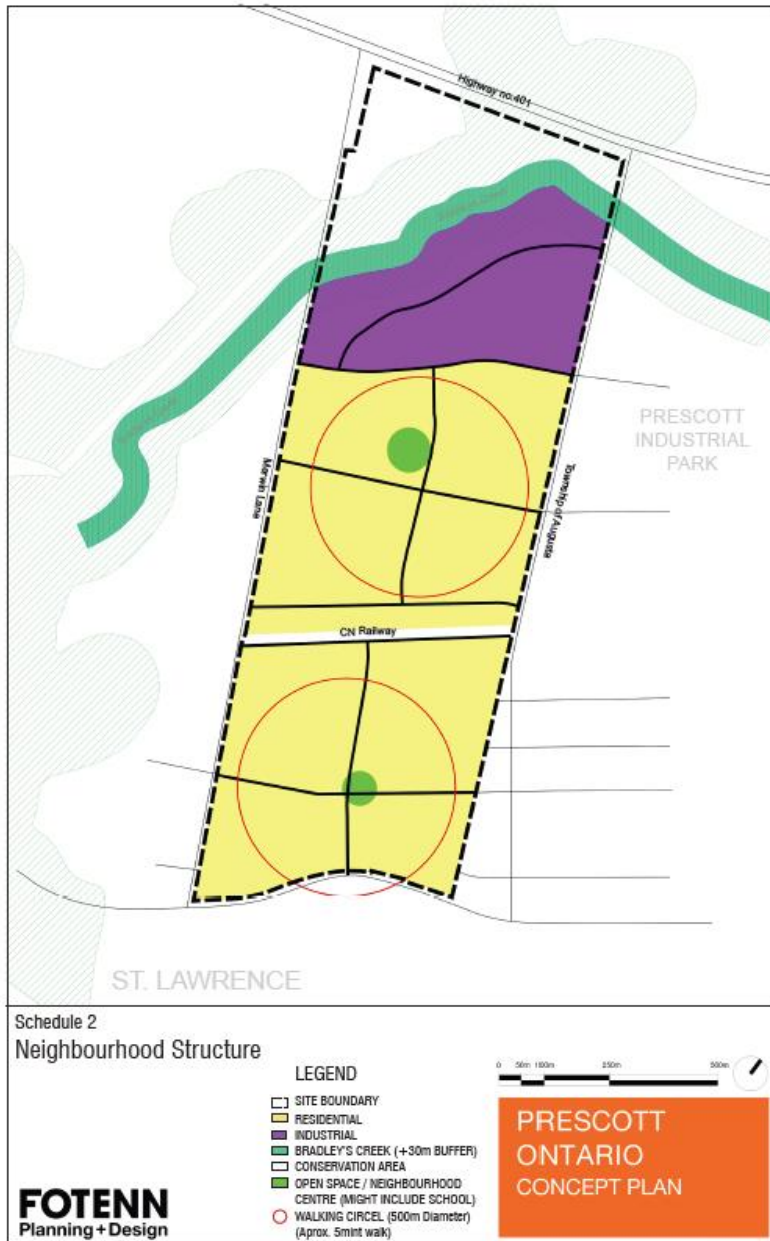
A possible concept plan for the development of the preferred focus area envisions the northernmost portion of the lands being developed with commercial and/or business park uses (including light industrial and office uses, such as possible coworking setups) adjacent to Prescott's existing industrial/business park area. Commercial uses located here, where driven by demand, would serve local residents as well as patrons of the future Aqua World resort to the west, with patrons expected to use the connection between Merwin Lane and the extended Development Drive to access the resort from Highway 401. Given the preferred focus area's proximity to existing and possible future sensitive uses, such as residential neighbourhoods and the Intake Protection Zone along Bradleys Creek, industrial uses in this area are proposed to be limited to light industrial uses.

The proposed concept plan for the preferred focus area also envisions new residential developments to help support existing and proposed non-residential uses. A new residential neighbourhood with limited, convenience-type commercial uses in the area to the south of the CN railway corridor. A mix of housing types should be considered within this new neighbourhood, including denser, smaller units such as townhouses, back-to-back townhouses, rear-lane townhouses, stacked townhouses, and low-rise apartment buildings. The provision of smaller unit types will contribute to a greater mix of housing types and densities in the region, helping to make housing more affordable and providing downsizing opportunities for senior populations.

Lands immediately to the north of the CN railway corridor and south of the proposed business park/commercial lands are currently proposed to be developed with a residential neighbourhood, but may instead be developed with more business park/commercial uses, or a mix of the two, depending on the market demand over the long-term planning horizon. The placement of a holding zone on this portion of the preferred focus area would help ensure that there is enough servicing capacity in Prescott after the development of other parts of the western lands and/or infill developments within Prescott itself.



Figure 25: Concept Plan Showing Proposed Uses of Lands in Augusta to the West of Prescott





### 11.1.1 Intensification Opportunities within the Town of Prescott

Site-specific and Town-wide infill and greenfield development opportunities also exist within the Town of Prescott proper, particularly as follows:

#### **New Residential Opportunities to the Northeast**

The privately-owned lands in the northeast corner of the Town of Prescott's boundaries (PP4, see page 41) represent a greenfield residential development opportunity in proximity to Highway 401 and existing amenities in the form of nearby commercial developments (including a grocery store and Canadian Tire). The lands, which are located at the periphery of the Town, represent an opportunity to introduce new, higher-density low-rise housing forms that may be found in other markets but are not yet present in the area, including stacked dwellings, stacked townhouses, back-to-back townhouses, and even stacked-back-to-back townhouses.

The lands are currently designated "Residential" in the Official Plan and zoned R2-h1 (Medium Density Residential, with a Staging and Servicing Holding Zone) in the Zoning By-law. Permitted uses in the R2 base zone include duplex, maisonette, row, semi-detached, and single detached dwellings. A rezoning of the lands to a site-specific R3 (High Density Residential) zone permitting low-rise apartment, townhouse/row dwelling, and stacked dwelling uses would permit the development of the lands with the above-noted newer, denser types of residential products, as well as with greater building heights.

The proposed introduction of new housing typologies to Prescott will contribute to a greater mix of options for existing and future residents and increase the residential density in Prescott, which provides financial and environmental benefits. These smaller housing typologies will also help increase the supply of more affordable housing in the area. These dwellings' low-rise building heights will be in character with Prescott's existing built form.

The draft new Prescott Official Plan identifies these lands as "Significant Woodland" (and, in some parts, as "Coastal Wetlands") in Schedule C – Natural Heritage System and Natural Hazards. Any new development proposal would be subject to environmental studies determining impacts to any natural heritage systems in the area.

#### **Business Park Opportunities**

Infill opportunities should be explored within Prescott's existing industrial areas, particularly in the northwest area of the Town (including but not limited to PT2 (see page 39) and PP16 (see page 42)) (and adjacent to proposed, new industrial/commercial space). This area already benefits from convenient access to Highway 401 and the CN railway corridor. Lighter, smaller-scale industrial uses should be considered in this area, given its proximity to the existing built-up area of Prescott.

Opportunities to add new types of industrial uses such as co-working spaces and limited, complementary commercial uses should be explored.

New development proponents should be cognizant of possible environmental constraints, such as brownfield conditions on previously used sites or Intake Protection Zone and/or wetland conditions in proximity to Bradleys Creek to the northwest.



## Parking/Vacant Land Adjacent to Marina & Recreational Space Across Fort Wellington

The lands marked PT1 (see page 39) on Figure 10 represent a prime real estate opportunity in proximity to water, park space and amenities. The existing CW (Waterfront Mixed Use Development) zoning for the site permits a variety of residential and commercial or open space uses, many of which are tourism-related. Expanding the list of permitted uses to permit other commercial uses, such as retail, will provide additional flexibility and opportunities for new mixed-use development.

The zoning for the site also envisions a maximum building height of four (4) storeys and a maximum density of 65 units per hectare (with opportunities to increase the density through bonusing). The site's prime location on the water and in proximity to the downtown provides an excellent opportunity for a denser and/or taller mixed-use development.

It is understood that the development potential of this site is affected by restrictions on title. It is also understood that the site would require soil remediation prior to any future development due to the presence of soil and groundwater contamination. Given the brownfield nature of the site and extensive costs required to remediate it, efforts should be made to permit a more diverse range of uses and a denser use of the site, which would make the required site cleanup more financially feasible and justifiable.

Waterfront lands to the east of the PT1 lands, identified as PP6 and PP7 (see page 41) in Figure 10, are located across County Road 2 from Fort Wellington. These lands, which are currently designated Parks & Open Space in the Town of Prescott Official Plan, are undeveloped and are largely characterized by grass, with some pedestrian pathways including along the water. Given the importance of protecting views of Fort Wellington, it is recommended that these lands remain free of any permanent buildings; tourism-related opportunities should instead be explored on these lands. Despite the above, opportunities exist for temporary use and/or structures given the site's proximity to the waterfront, the downtown core, and Fort Wellington. In particular, these lands could accommodate the following uses:

- Specific day retail sales (meaning the use of any lot, building or structure, or part thereof, for an event that brings together members of the public or industry for the purpose of selling or buying goods or services, including entering into contracts for the sale and/or purchase of goods or services, which are complementary to the principal permitted use).
- Trade show (meaning the use of any lot, building or structure, or part thereof, for an event held to bring together members of a particular industry to display, demonstrate, and promote their latest products and services, which are complementary to the principal permitted use).
- Temporary accommodations for overnight cabins or army-style tents related to overnight tourism experiences may also be appropriate here to re-enact the lifestyle of soldiers that may have been stationed in and around Fort Wellington.

## Town-wide Considerations

Opportunities also exist to increase opportunities for slight increases in density throughout the Town. In particular, the majority of the Town's residentially zoned lands are zoned R1 (Low Density Residential), which limit permitted uses to single-detached, semi-detached, and duplex dwellings (along with boarding houses and garden suites where permitted under a temporary use by-law). The addition of



townhouse dwellings as a permitted use in the R1 zone could help achieve intensification throughout Prescott, all while introducing smaller, more affordable units to the local real estate inventory.

The Town of Prescott's existing policy and regulatory framework also does not currently recognize opportunities for intensification through the provision of secondary dwelling units. The Township of Augusta has recently adopted a Zoning By-law Amendment permitting a secondary suite, which is defined by the Township as a self-contained accessory unit having cooking and sanitary facilities which is located within a Single Detached, Semi-Detached, Townhouse dwelling unit or located in a separate individual dwelling unit on the same lot or located within an accessory building on the same lot as the main residential use. A secondary suite is a subordinate residential use to the existing primary dwelling unit.

Adoption of a similar regulation could provide additional opportunities for creative, innovative solutions to expand Prescott's housing stock with affordable dwelling units.

### 11.1.2 Augusta Township Industrial Park

There remain significant obstacles to new industrial developments locating in one of Augusta's industrial parks. Specialized industrial chemical uses are located at the Maitland Chemical Park, resulting in compatibility issues for other types of industrial uses.

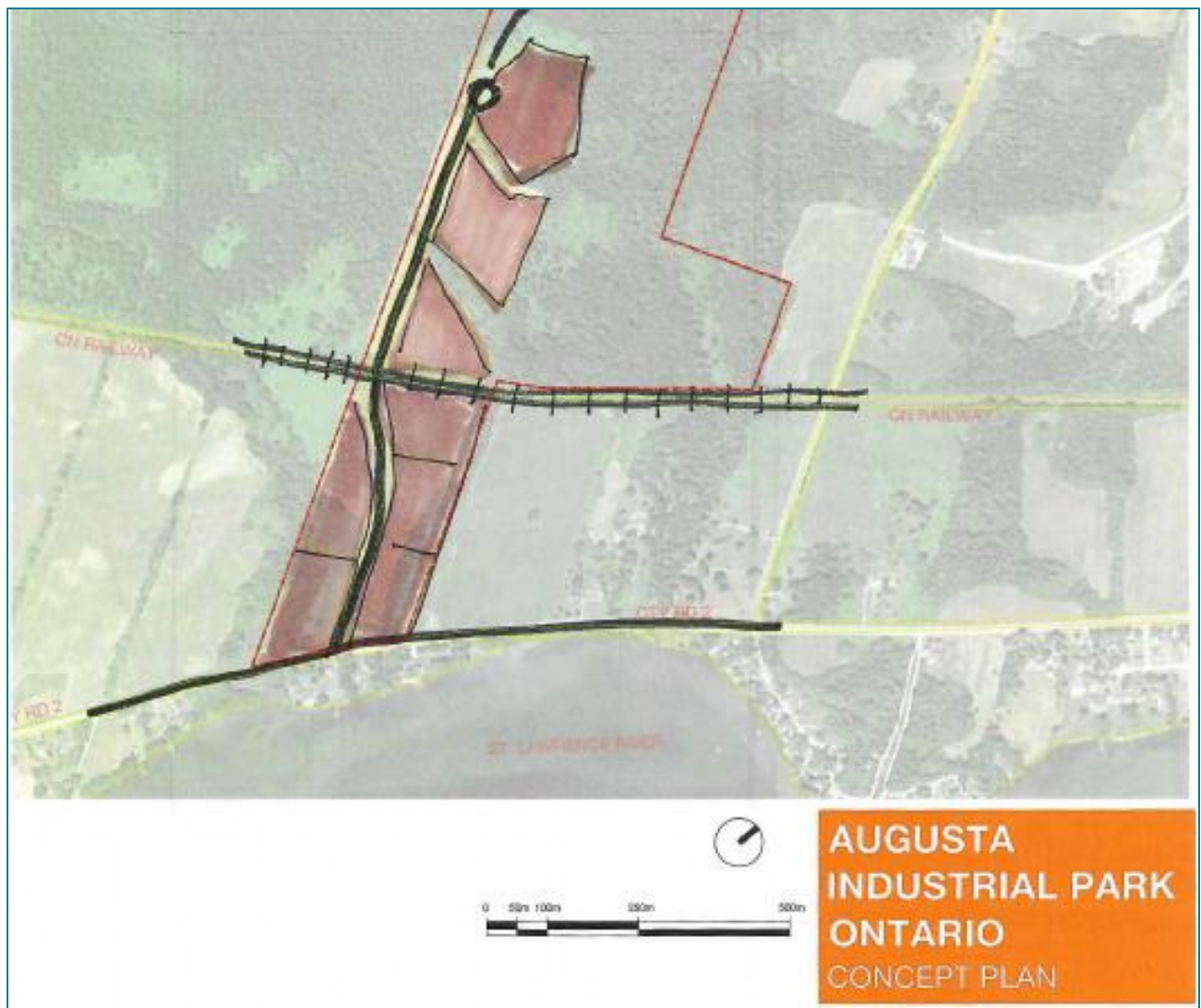
The Augusta Industrial Park (AP12, see page 38), located to the east of the Maitland Chemical Park, remains completely undeveloped and does not offer much frontage on existing public roads. However, its greenfield attributes lessen the risk of any required cleanup of contaminants or compatibility issues with specialized chemical uses. The Township of Augusta should consider additional steps to ready the land for development to make it more attractive for new, heavy or large industrial uses, located away from sensitive residential areas. Such steps may include but are not limited to:

- The preparation of a Plan of Subdivision to create development lots with a variety of flexible lot sizes would help make the Augusta Industrial Park more shovel-ready for prospective industrial uses. A high-level concept plan has been prepared (as shown in Figure 26), demonstrating how the lands could be laid out to form the new industrial park. The development of the parcel to the north of County Road 2 and south of the CN railway corridor may provide the Township with enough land area (approximately 19 acres, depending on required environmental setbacks) to meet the forecasted market demands for heavy industrial uses.
- Lands at the northwest corner of Blue Church Road and the CN railroad could be acquired and consolidated with the existing Augusta Industrial Park lands. Doing so would provide additional frontage to the industrial parklands, which currently only appears to front onto County Road 2 to the south (and to the south of the railroad). Alternatively, should additional lands be required for heavier or larger industrial uses, a road in the parcel to the south of the railway corridor could be extended across the railway into the remainder of the lands to the north of the corridor.
- The current zoning for the Augusta Industrial Park lands is "Industrial Park" (MP), which permits a variety of industrial uses, as well as some service commercial uses and limited retail uses. A review of the Zoning By-law could help explore the addition of limited commercial uses that may serve the Industrial Park's employees.



- Undertaking a municipal Environmental Assessment of the lands would allow for a fuller consideration of the opportunities, challenges, and costs associated with the preparation of a new subdivision for industrial uses. An Environmental Assessment may also consider the possibility of constructing a railyard on the Industrial Park lands.
- A new Highway 401 interchange at Blue Church Road/County Road 31 would provide greater transportation access between the Augusta Industrial Park and regional and international markets, including Ottawa, Montreal, Toronto, and the United States. The construction of a new interchange would also reduce truck traffic circulating through Maitland and/or Prescott to access nearby interchanges. Discussions with the Ministry of Transportation of Ontario would help determine the feasibility of constructing such an interchange.

**Figure 26: Concept Plan for the Development of the Augusta Industrial Park**



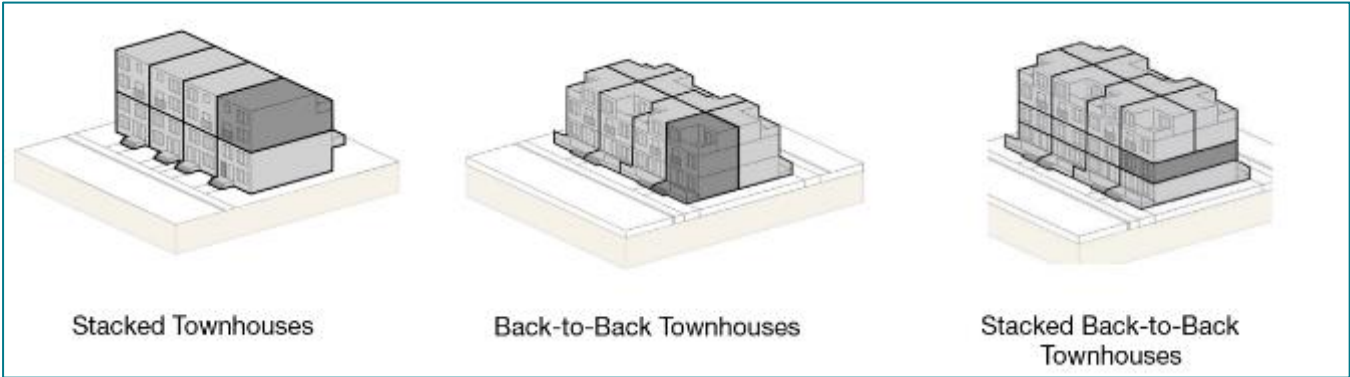




### 11.1.3 Housing Affordability

As mentioned above, the Land Development/Needs Analysis recommends that a significant portion of new greenfield and infill housing consist of smaller, denser unit types. These can be provided in the form of introducing housing models that do not presently exist in the regional real estate market, including back-to-back, stacked, and rear-lane townhouses. These types of dwellings would contribute to a greater mix of housing types in the region, helping to attract a more diverse population to the area and helping to retain young professionals and older populations wishing to downsize in the area. Overall, intensification of the area would also help reduce servicing and infrastructure costs for the partner municipalities.

**Figure 27: Stacked, Back-to-Back, and Stacked Back-to-Back Townhouse Models (Source: City of Mississauga, Draft Urban Design Guidelines, Back to Back and Stacked Townhouses, September 2017)**



Densification with the help of different types of housing may also be achieved through the provision of secondary dwelling units, as has recently been approved in Augusta. The Town of Prescott’s Zoning By-law does not currently appear to permit secondary dwelling units on residential lots.

Similarly, tiny homes may also be considered as an alternative housing model that would contribute to the variety of housing in the region. The partner municipalities’ existing Zoning By-laws do not appear to envision tiny homes as a type of use, often imposing minimum lot area provisions that are more appropriate for more conventional housing types. The Town of Prescott is currently in the process of reviewing its Official Plan, which provides the ability to update its policies to better support tiny homes and secondary dwelling units.

Additional lot creation through natural severances may also be possible in parts of Augusta. A natural severance takes place when a property is bisected by publicly-owned land. The situation usually arises when a property is bisected by a watercourse that is deemed to be a navigable waterway and is thus considered to be Crown-owned land. The burden appears to be on a property owner to demonstrate that a river or stream is “navigable,” thus creating a natural severance. Natural severances may also be possible in cases where there is a clear change in ownership bisecting the lands, such as a railway that is owned by CN Rail, a stretch of land that is owned by a utility company, or a publicly owned road. In these cases, the preparation and deposition of a Reference Plan are required to recognize the different parcels of land; however, approval is not required from the consent granting authority.



# IMPLEMENTATION

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**PRESCOTT**  
EST 1784  
THE FORT TOWN

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The following civil engineering, transportation, and planning steps are recommended to implement the previously outlined development options.

## 12.0 Infrastructure Upgrade / Extension Requirement

### 12.0.0 Drinking Water System

#### Prescott Water Treatment Plant

As indicated in Section 6.1, there is a significant available capacity (1,486 equivalent households) at the Prescott Water Treatment Plant (WTP) to support infill and intensification within the Town of Prescott as well as extensions of the Prescott Water Distribution System into the Township of Augusta. The following figure provides an estimate for the number of equivalent households (EQHH, based on 2.3 persons per home, 450 Litres per capita per day (L/capita/d), and a maximum flow factor of 2) that can be serviced outside of the projected development within Prescott.

**Figure 28: Excess Capacity in the Prescott Water Treatment Plant**

Flow Component	Units		Capacity	
Prescott Water Treatment Plant Design Capacity			8,200	m <sup>3</sup> /d
3-Year Maximum Daily Flow			5,080	m <sup>3</sup> /d
Available Capacity			3,120	m <sup>3</sup> /d
Infill/Intensification	300	lots	621	m <sup>3</sup> /d
Industrial/Commercial	20	ha	600	m <sup>3</sup> /d
Uncommitted Capacity			1,899	m <sup>3</sup> /d
			917	EQHH

The Prescott Water Treatment Plant has the capacity to service 917 Equivalent Households (EQHH) outside of the planned infill and intensification within Prescott. The EQHH displayed in Figure 28 includes conversion of industrial and commercial flows on the basis of (1 EQHH = 2.07 m<sup>3</sup>/d).

The Prescott WTP is currently operating at 62% of the maximum rated capacity. Should the maximum daily flow from the Prescott WTP reach 80% of the rated capacity or a development be proposed that will cause the maximum daily flow from the Prescott WTP to reach 80% of the maximum rated capacity, the Town should initiate the environmental assessment process for the expansion of the Prescott WTP.



## Water Storage Requirements

As identified in Section 4.1, there is a deficiency in the water storage currently provided by the Prescott Drinking Water System. This deficiency can be addressed through a combination of the following alternatives:

1. Construction of Additional Water Storage at the Prescott WTP or within the Distribution System; or
2. Change of primary disinfection method at the Prescott WTP.

### Option 1 – Construction Additional Storage

Pending the success of the funding application for the replacement of the existing Prescott Water Tower, a new Water Tower can be constructed to fulfill all of the requirements of the Ministry of the Environment, Conservation and Parks' (MECP's) Guidelines for Drinking Water Systems, and no further action would be required until the rated capacity of the system is expanded beyond 8,200 m<sup>3</sup>/d.

### Options 2 – Change Primary Disinfection System at the Prescott WTP

Chlorination is presently used to provide primary disinfection at the Prescott WTP. Chlorination relies on holding water within a reservoir for a specific period of time to ensure that the chlorine has had sufficient time to complete the disinfection process. At the maximum rated capacity 1,150 m<sup>3</sup> of the 1,690 m<sup>3</sup> of storage at the Prescott WTP is required to achieve the necessary contact time for the disinfection process.

Alternate processes or chemicals can be used to achieve disinfection at a much quicker rate. For example, if UV disinfection was installed, the time required for chlorine to meet the necessary disinfection requirements is cut in half, and only 580 m<sup>3</sup> of the 1,690 m<sup>3</sup> of storage at the Prescott WTP is required to achieve the necessary contact time for the disinfection process. Alternatively, chlorine can be replaced with ozone as a primary disinfectant. At the maximum rated capacity 55 m<sup>3</sup> of the 1,690 m<sup>3</sup> of storage at the Prescott WTP is required to achieve the necessary contact time for the disinfection process.

Upon completion of the replacement of the existing Prescott Water Tower, the total water storage should be re-evaluated. Consideration for Option 2 should only be undertaken during the expansion of the Prescott WTP.

## Water Distribution System

The Town is currently undertaking the calibration of a hydraulic model of the drinking water distribution system. The results of this model will identify any local improvements required to ensure that the piping network can supply water throughout the system under varying operational conditions.



## 12.0.1 Sanitary

### Water Pollution Control Plant

As indicated in Section 6.1, there is available capacity (802 equivalent households) at the Prescott Water Pollution Control Plant (WPCP) to support infill and intensification within the Town of Prescott as well as extensions of the Prescott Water Distribution System into the Township of Augusta. The Prescott WPCP is currently operating at 73% of the average day rated capacity. It is suggested that the Town initiate the environmental assessment process for the expansion of the Prescott WPCP such that the Town and the Township have sufficient information collected to support a funding application should a suitable program be made available from the federal and/or provincial governments.

The following figure provides an estimate for the number of equivalent households (EQHH based on 2.3 persons per home, 450 L/capita/d, and infiltration based on 227 L/capita) that can be serviced outside of the projected development within Prescott.

**Figure 29: Excess Capacity in the Prescott Water Pollution Control Plant**

Flow Component		Units	Capacity	
Prescott Water Pollution Control Plant Design Capacity			4,728	m <sup>3</sup> /d
5-Year Average Daily Flow			3,465	m <sup>3</sup> /d
Available Capacity			1,263	m <sup>3</sup> /d
Infill/Intensification	300	lots	467	m <sup>3</sup> /d
Industrial/Commercial	20	ha	600	m <sup>3</sup> /d
Uncommitted Capacity			196	m <sup>3</sup> /d
			126	EQHH

The Prescott Water Pollution Control Plant has the capacity to service 126 Equivalent Households (EQHH) outside of the planned infill and intensification within Prescott. The EQHH displayed in Figure 29 includes a conversion of industrial and commercial flows on the basis of (1 EQHH = 1.56 m<sup>3</sup>/d).

A review of the as-built drawings for the Prescott WPCP, illustrates that there is sufficient space on the existing site to add an additional sequencing batch reactor (SBR) basin, which would increase the rated capacity from 4,728 to 6,288 m<sup>3</sup>/d, which would provide enough capacity to support the infill and intensification within the Town of Prescott as well as the development south of Highway 401 to Merwin Lane in the Township of Augusta. While undertaking the environmental assessment for the expansion of the Prescott WPCP, consideration should be given to the requirements for the next expansion at the plant should servicing extend beyond Merwin Lane in the West or north of Highway 401.



## Sewage Pumping Stations

The proposed developments, which will be offering municipal servicing, will increase the hydraulic loading to the various catchment areas within the Town of Prescott. As shown in Figure B (Appendix B), to support the proposed developments in Augusta between Merwin Lane and the Prescott Boundary, but south of the CN Rail tracks, the following improvements are required:

- Upgrade pumping capacity of SPS #3 #4 and #5.

As shown in Figure B (Appendix B), to support developments in Augusta between Merwin Lane and the Prescott Boundary, but north of the CN Rail tracks, the following improvements are required:

- Upgrade pumping capacity of SPS#5

Similarly, as shown in Figure B (Appendix B), to support developments in Augusta north of the Prescott Boundary, the following improvements are required:

- Upgrade pumping capacity of SPS#5

## Wastewater Collection System

A review of the hydraulic capacity of the sewage system identified the following areas which require an increase in capacity in order to convey the loadings from the proposed developments:

- New sewer extensions are required to convey flows from the proposed developments in Augusta for connection to the truck sewer on Sophia Street. This work can be undertaken by the proposed developers of these properties.
- The Churchill Road West Sewer (which will receive flows from the proposed development north of the CN Rail to Merwin Lane) will need to be upgraded for high flows.
- The Duke Street Sewer (which will receive flows from all development north of the CN rail and south of Highway 401) will need to be upgraded for higher flows.
- The Sophia Street Sewer (which will receive flows from the proposed development south of the CN rail to Merwin Lane) will need to be upgraded for higher flows.



## 12.0.2 Stormwater

The management of stormwater is to protect the health of streams, lakes and aquatic life from the impacts of development. Preservation of open space lands allows opportunities for natural stormwater management and reduces the potential for flooding within developed areas.

## 12.0.3 Transportation

### Highway 401 Interchange at Blue Church Road

To facilitate access to the proposed industrial park off Blue Church Road, it is recommended to initiate the process for the approval of a new interchange at the intersection of Highway 401 and Blue Church Road.

This interchange will provide the following benefits to the community:

- Access to the proposed industrial park on Blue Church Road
- Access to a potential railyard within the industrial park on Blue Church
- Alternate access for existing truck traffic to and from the industrial complex located in Maitland, which avoids travel through the residential development in Maitland
- Improved access to Maynard
- The construction of a south service road that will run between the new interchange at Blue Church Road and Edward Street (in Prescott) will provide an Emergency Detour Route that avoids travel through the residential developments on MacIntosh Road

The MTO is responsible for managing the provincial highway corridor network. They are the approval agency for Highway Access Management for entrances into provincial highways. An integral component of their program is the preparation of Interchange Highway Access Management Plans (I-HAMP). The I-HAMP process is described in detail in the MTO publication “Highway Corridor Management Manual,” Section 4.7.

The pre-consultation with the MTO regarding the preparation of an I-HAMP may trigger the environmental assessment process, which is described in Section 4.2.4.2 of the MTO publication “Highway Corridor Management Manual.” As the MTO’s publication “Class Environmental Assessment for Provincial Transportation Facilities” indicates that a new interchange is a Group B project, the Township will most likely be required to complete an environmental assessment for the approval of an interchange at this location.

The MTO has initiated an environmental assessment for Highway 401 between Maitland and Prescott (MTO Project # G.W.P. 4024-20-00). The study area for this project includes the stretch of Highway 401 from 1 km east of Highway 16 to 3.3 km west of Maitland Road, for a total length of 20.75km. The scope of the project is to address current, and future transportation needs with the ultimate plan to expand the highway to six lanes (interim solution) and then to eight lanes (ultimate solution). The study is anticipated to hold its second public information centre in the fall of 2022. The Township has been in



touch with the MTO Project Manager for this study and will continue to engage in the process for the consideration for a new interchange at Blue Church Road. Information on the MTO EA is available at [www.highway401prescottmaitland.ca](http://www.highway401prescottmaitland.ca).

Refer to Figure C (Appendix B) for the proposed configuration of the 401 interchange at Blue Church Road.

## Potential Railyard to Service Augusta Industrial Park

Our country was united through the completion of the transcontinental railway, which links the east coast with the west coast. Part of this railway cross through the Township of Augusta and the Town of Prescott.

The proposed industrial park on Blue Church Road would benefit from a railyard that branches off the transcontinental railway. This railyard would help industries with the movement of their raw materials and their finished products through the rail system, which, when compared to other forms of transportation, produces lower greenhouse gas emissions, is more fuel-efficient, and reduces highway congestion.

It is estimated that a parcel of land with the approximate dimensions of 250 m x 700 m would be required on the northwest corner of the intersection of the CN rail line and Blue Church Road to support a functional railyard. This location would place the railyard on the east boundary of the proposed industrial park with easy access to Blue Church Road as well as the proposed new 401 Interchange off Blue Church Road. Geotechnical conditions on the site should be explored to ensure the site can support this type of development.

Alternatively, the Invista site, located at 1400 County Road 2, has in place a system of rail track for the movement of material on the site. Although the site would require a significant amount of demolition of existing structures, parts of this site can be converted for use as a commercial rail yard.

CN National Railway has authority over a 32,000-km network of rail spanning across Canada and Mid-America. The CN document “Engineering Specifications for Industrial Tracks” provides an overview of the requirements for the extension of rail service as well as the design standards for the rail system. Section 2 of this document provides an overview of the five steps for a rail project:

1. Contact CN’s Business Development and Real-estate Branch
2. Develop a detailed design for the site-specific project
3. Submit the design to CN for review, comment, and approval
4. Obtain the required permitting and initiate construction
5. Coordinate CN review during construction and issue as-built drawings upon completion.

Refer to Figure C (Appendix B) for the proposed location at the northwest corner of the existing CN Rail lines and Blue Church Road.





## Enhance Vehicular Transportation Infrastructure

The Township of Augusta and the Town of Prescott are located along the TransCanada highway, with access to the MacDonald Cartier Freeway (Highway 401), which runs between Montreal and Toronto and at the foot of the Veterans Memorial Highway (Highway 416), which provides access to Ottawa. Vehicular traffic can easily get into and out of the two municipalities.

There are two Highway 401 interchanges within the two municipalities:

- East Approach: Edward Street North in Prescott
- West Approach: Maitland Road in Maitland

Once within the municipalities:

- County Road 2 runs along the St. Lawrence River (east-west) and provides the main connecting link between the two interchanges.
- Concession Road 2/McIntosh Road provides an alternate east-west link between the two interchanges.

The following local road improvements should be incorporated into the municipalities planning in order to facilitate the proposed developments within this study:

- Extension of Development Drive to Merwin Lane will facilitate growth along Development Drive and improve the means of travel between Merwin Lane and Edward Street.
- New South Service Road stretching from Blue Church Road to Merwin Lane to facilitate traffic movement on the south side of Highway 401 as well as provide an Emergency Detour Route which would remove traffic from the residential area on the north side (McIntosh Road).
- Extension of Irvine Street to Merwin Lane, which would become an extension of the Emergency Detour Route described above.
- Extension of Churchill Road West to Merwin Lane to facilitate the proposed developments within this area.

Figure C (Appendix B) provides a graphic representation of the proposed road layout described above.

Following the transportation improvements described above, further traffic improvements are required to provide easier movement between Merwin Lane and Blue Church Road. It is recommended that the Churchill Road West extension go beyond Merwin Lane and connect to Blue Church Road. Two possible configurations are shown in Figure D (Appendix B).



## 12.1 Planning Approvals Roadmap

### 12.1.0 Augusta

#### Preferred Focus Area

Although the preferred focus area is currently identified as a Settlement Area, the current designation at the county level is that of a Rural Settlement Area. Should these lands be serviced, it would be appropriate to remove the “rural” designation from the area to reflect the proposed serviced nature of the area, permitting it to be developed with greater density compared to that of a rural settlement area. A county-level Official Plan Amendment would be required to designate the lands as an Urban Settlement Area.

Similarly, an Official Plan Amendment would also be required for the Township of Augusta Official Plan (possibly as part of an upcoming comprehensive review of the Official Plan). The Township of Augusta Official Plan does not currently envision neighbourhoods with access to piped water and wastewater services. A new designation, such as an “Urban Settlement Area” or “Serviced Settlement Area,” must therefore be established to support a more urban level of residential, commercial, and industrial density.

Once a new Settlement Area designation is established, a Zoning By-law Amendment will be required to establish new residential, commercial, and industrial uses that are reflective of a more urban setting. In particular, Augusta’s current “Village Residential” zoning appears to be its densest residential zone, yet with quite restrictive zoning provisions including a minimum 30-metre frontage requirement for detached dwellings and a maximum lot coverage of 30%. A new residential zone must be supportive of the proposed, denser residential uses, particularly the newly proposed uses such as stacked townhouses, back-to-back townhouses, back-to-back stacked townhouses, and rear lane townhouses. The centre of the neighbourhood may permit small-scale, convenience-type commercial uses to serve the local residents. Lands within the new neighbourhood should also be set aside for park space and/or a new school (dependent on demand).

For the light industrial/commercial area within the preferred focus area, the Township of Augusta should consider the implementation of a new zone that would permit only light industrial/business park uses, including but not limited to warehouses, vehicle service, storage or repair facilities, offices, research and development centres, service and repair shops, and light industrial manufacturing or assembly uses that are limited in terms of noise and odour impacts. Complementary and/or compatible uses may also be considered, including but not limited to restaurants, recreational and athletic facilities, commercial schools, training centres, and places of assembly. Commercial zoning designations should be considered in proximity to Merwin Lane to take advantage of exposure from higher levels of traffic travelling to and from Aquaworld.



## **Municipal Environmental Assessment and Plan of Subdivision for Augusta Industrial Park**

It is recommended that the Township of Augusta proceed with a municipal Environmental Assessment of the southernmost parcel of the Augusta Industrial Park to determine the feasibility of developing it with heavy and/or large-scale industrial uses.

Should the results of the Environmental Assessment process be favourable, the Township could prepare a Plan of Subdivision for the parcel, based on the needs expressed by interested businesses, to make it “shovel-ready.”

### **12.1.1 Town of Prescott**

#### **Housing Density**

The Town of Prescott’s R1 residential zone applies to a significant portion of the Town lands. In order to ensure a greater mix of housing types throughout the Town, the municipality should consider amending the R1 zone to permit townhouse dwellings and revise related performance standards to ensure townhouse dwellings can be developed within the R1 zone.

Further, residential zones within Prescott should be amended on a Town-wide basis to permit secondary dwelling units, again to provide a greater mix of housing types and achieve densification of the Town.

#### **Northeast Lands (PP4)**

Lands in the northeast corner of Prescott are currently zoned R2 with a holding zone. Subject to an Environmental Impact Study determining the feasibility of developing these lands, the Town should consider rezoning the area to an R3 – High Density zone and permit innovative, ground-oriented, multiple-family residential blocks, such as stacked townhouses, back-to-back townhouses, back-to-back stacked townhouses, and rear lane townhouses. If developable, this area represents a good opportunity to provide a greater, denser mix of housing types in Prescott where it would not disrupt the existing built character of Prescott’s downtown core.

#### **Vacant Waterfront Lands (PP1/PP6/PP7)**

It is understood that the waterfront mixed-use site in Prescott (PT1) is currently constrained by soil and groundwater contamination requiring costly site remediation. The site’s development potential is also limited by restrictive Letters Patent covenants that apply to its title, including its use as a hotel and limited building heights.

Given the site’s existing environmental condition, the Town of Prescott should improve its development potential by pursuing greater flexibility in terms of building heights and uses than what is currently permitted by the restrictive covenants. A denser and/or greater mix of onsite uses will enhance the feasibility of remediating and developing the site.

Should these efforts be successful, a Town initiated Zoning By-law Amendment is also recommended to



permit a greater mix of uses, as well as increased height and/or density, on the waterfront mixed-use site in Prescott (PT1).

While it is not currently developed, the PT1 site, along with waterfront recreational lands PP6 and PP7, could be subject to a Zoning By-law Amendment permitting temporary commercial and/or tourism-oriented uses and structures, such as specific day retail sales, trade show, and overnight tourism accommodation structures.

### **Increased Mix of Uses in Prescott Business Park**

In order to encourage development of vacant and/or underutilized lands in its Business Park, the Town of Prescott should consider a Zoning By-law Amendment for its M1 – General Industrial zone to permit additional industrial uses and/or complementary commercial uses, including but not limited to:

- Building supply store
- Commercial school
- Training centre
- Microbrewery with associated restaurant
- Recreational and athletic facilities
- Office (such as co-working spaces).

Further, a Zoning By-law Amendment would be required to rezone a portion of the PT2 lands (see page 39) from its existing R1 – Low Density Residential zone to an industrial zone.

## **12.1.2 Water**

### **Water Treatment Plant**

As indicated in Section 6.1, there is a significant available capacity (1,486 equivalent households) at the Prescott Water Treatment Plant (WTP) to support infill and intensification within the Town of Prescott as well as extensions of the Prescott Water Distribution System into the Township of Augusta.

The Prescott WTP is currently operating at 62% of the maximum rated capacity. Should the maximum daily flow from the Prescott WTP reach 80% of the rated capacity or a development be proposed that will cause the maximum daily flow from the Prescott WTP to reach 80% of the maximum rated capacity, the Town should initiate the environmental assessment process for the expansion of the Prescott WTP.

### **Water Storage Requirements**

As identified in Section 6.1, there is a deficiency in the water storage currently provided by the Prescott Drinking Water System. The Town has made application for funding for the replacement of the existing elevated water tower in Prescott. Upon completion of the replacement of the existing Prescott Water Tower, the total water storage should be re-evaluated.



## Water Distribution System

The Town is currently undertaking the calibration of a hydraulic model of the drinking water distribution system. The results of this model will identify any local improvements required to ensure that the piping network can supply water throughout the system under varying operational conditions.

## Approval Requirements

The Prescott Drinking Water System is regulated by the conditions with their Municipal Drinking Water Licence (Licence Number 161-101), Drinking Water Works Permit (161-201), and their Permit to take Water. Any modifications to the system should be completed in accordance with the requirements of these documents.

Any modifications to the Drinking Water System must also comply with the requirements of the Municipal Engineers Associations (MEA) publication “Municipal Class Environmental Assessment” to ensure that the project occurs within the approvals of the Environmental Assessment Act. The following tables provide an example of environmental assessment requirements:

**Figure 30: Environmental Assessment Requirements for Water Infrastructure**

Description of Project	Class EA Requirement
An expansion of the WTP that is <50% of the rated capacity and where no land acquisition is required	Schedule A+ EA (Exempt)
An expansion of the WTP that is <50% of the rated capacity and where land acquisition is required	Schedule B EA
Establish new or replace/expand existing water storage facilities where no land acquisition is required	Schedule A+ EA (Exempt)
Establish new or replace/expand existing water storage facilities where land acquisition is required	Schedule B EA
Construction of the following infrastructure provided the infrastructure is required as a specific condition of approval on a consent, site plan, plan of subdivision or condominium, which will come into effect under the Planning Act prior to the construction of the facility: - Establish, extend or enlarge water distribution system and all necessary works to connect the system to an existing system,	Schedule A EA (Exempt)
Establish, extend or enlarge a water distribution system, including water storage facilities or pumping stations and all works necessary to connect the system to an existing system or water source, where such facilities are not in either an existing road allowance or an existing utility corridor.	Schedule B EA



### 12.1.3 Sanitary

#### Water Pollution Control Plant

As indicated in Section 6.1, there is available capacity (802 equivalent households) at the Prescott Water Pollution Control Plant (WPCP) to support infill and intensification within the Town of Prescott as well as extensions of the Prescott Water Distribution System into the Township of Augusta. The Prescott WPCP is currently operating at 73% of the average day rated capacity. It is suggested that the Town initiate the environmental assessment process for the expansion of the Prescott WPCP such that the Town and the Township have sufficient information collected to support a funding application should a suitable program be made available from the federal and/or provincial governments.

#### Sewage Pumping Stations

An Application for an amendment to the Environmental Compliance Approvals will be required to reflect the changes made to increase the hydraulic capacity at each of the sewage pumping stations to be expanded. Should the construction of any of these sewage pumping stations occur outside of the right-of-way of a road or require land acquisition, a Schedule “B” Environmental Assessment will be required.

#### Approval Requirements

Any modifications to the Wastewater System must comply with the requirements of the Municipal Engineers Associations (MEA) publication “Municipal Class Environmental Assessment” to ensure that the project occurs within the approvals of the Environmental Assessment Act. The following tables provide an example of environmental assessment requirements:

**Figure 31: Environmental Assessment Requirements for Wastewater Infrastructure**

Description of Project	Class EA Requirement
An expansion of the WPCP that is <50% of the rated capacity and where no land acquisition is required	Schedule A+ EA (Exempt)
An expansion of the WPCP that is <50% of the rated capacity and where land acquisition is required	Schedule B EA
Construct new or increase pumping station capacity by adding or replacing equipment with no property acquisition	Schedule A+ EA (Exempt)
Establish, extend or enlarge a sewage collection system, including pumping stations and all works necessary to connect the system to an existing sewage outlet where such facilities are not in an existing road allowance or an existing utility corridor	Schedule B EA



Description of Project	Class EA Requirement
Construction of the following infrastructure provided the infrastructure is required as a specific condition of approval on a consent, site plan, plan of subdivision or condominium which will come into effect under the Planning Act prior to the construction of the facility: - Establish, extend, or enlarge a sewage collection system and all necessary works to connect the system to an existing sewage outlet	Schedule A EA (Exempt)

Following the determination of requirements to satisfy the environmental assessment act, the design of the upgrades is required following the submission of the drawings along with an application for an amendment to the Environmental Compliance Approvals (ECA) will be required prior to the construction of any works.

#### 12.1.4 Stormwater

Stormwater infrastructure may require approvals under the Ontario Water Resources Act through the application for an Environmental Compliance Approval.

The Ontario Ministry of the Environment, Conservation and Parks’ publication “Stormwater Management Planning and Design Manual” should form the minimum basis for the requirements for development in either municipality.

Consideration for the preparation of a Stormwater Master Plan to address the management of stormwater and the protection of the intake protection zones for the Prescott WTP should be given to ensure the protection of the water systems in the area.

#### 12.1.5 Transportation Approval Requirements

The construction of new roads is governed by the Environmental Assessment Act in Ontario. The following table provides examples of environmental assessment requirements:

**Figure 32: Environmental Assessment Requirements for Transportation Infrastructure**

Description of Project	Class EA Requirement
New Interchange on a Provincial Highway	Class EA for Provincial Transportation Facilities
New Road	Schedule C EA, Municipal Class Environmental Assessment Process



## 12.2 Costs of Preferred Option

For the purpose of this exercise, we have assumed that the cost for linear infrastructure (i.e. watermains, hydrants, service connections, sanitary sewers and storm sewers) will be paid for and installed by the developers of the properties as the development occurs.

The following section summarizes an opinion of the probable costs associated with upgrading existing infrastructure within the Town of Prescott to support the proposed developments described in this report.

### 12.2.1 Costs for Supporting Studies

As identified in Section 9.3, the expansion of municipal services follows under the requirements of the Environmental Assessment Act, except for works that come into effect under the Planning Act.

The following studies will be required under the conditions identified in the figure below:

**Figure 33: Municipal Servicing Supporting Study Costs**

Study	Condition	Budgetary Cost
<b>Water and Wastewater Servicing Master Plan</b>	To be undertaken should the municipalities wish to extend services westward or northward ahead of the works being reviewed as part of a Planning submission review.  This study will permit the expansion of linear infrastructure, including new sewage pumping stations.	\$200,000
<b>Schedule B EA – For the Extension of services North across Highway 401</b>	To be undertaken should the municipalities wish to extend service north to encourage development in this area.	\$75,000
<b>Demand Assessment for the Water Treatment Plant</b>	Based on projected growth rates, determine if the water treatment plant’s capacity is sufficient to support growth over a 30-year period. If the plant is unable to meet the demands, determine the expansion requirements and whether or not land acquisition will be required.	\$50,000
<b>Schedule “B” Environmental Assessment for Expansion (&lt;50%) of Water Treatment Plant on existing Property</b>	To be undertaken following the Demand Assessment for the WTP if it is determined that the expansion requires land acquisition.	\$50,000
<b>Schedule “C” Environmental Assessment for Expansion (&gt;50%) of Water Treatment Plant on existing Property</b>	To be undertaken following the Demand Assessment for the WTP if it is determined that a major expansion is required.	\$100,000
<b>Schedule “C” Environmental Assessment for New Water System</b>	To be undertaken if Augusta wants to Service Areas of their Township without involving Prescott.	\$150,000





Study	Condition	Budgetary Cost
<b>Demand Assessment for the Water Pollution Control Plant</b>	Based on projected growth rates, determine if the WPCP’s capacity is sufficient to support growth over a 30-year period. If the plant is unable to meet the demands, determine the expansion requirements and whether or not land acquisition will be required.	\$50,000
<b>Schedule “B” Environmental Assessment for Expansion (&lt;50%) of Water Pollution Control Plant on existing Property</b>	To be undertaken following the Demand Assessment for the WPCP if it is determined that the expansion requires land acquisition.	\$50,000
<b>Schedule “B” Environmental Assessment for Expansion (&gt;50%) of Water Pollution Control Plant on existing Property</b>	To be undertaken following the Demand Assessment for the WPCP if it is determined that a major expansion is required.	\$100,000
<b>Schedule “C” Environmental Assessment for New Wastewater System</b>	To be undertaken if Augusta wants to Service Areas of their Township without involving Prescott.	\$150,000
<b>IHAMP Traffic Study for Blue Church Road</b>	To be undertaken to support a new interchange at Blue Church Road	\$50,000

### 12.2.2 Upgrades to Existing Linear Infrastructure in Prescott

As identified in Section 9.3, the Town is currently undertaking the calibration of a hydraulic model for its water distribution system. This model will be able to be used to determine if additional upgrades are required to the existing water distribution system for the extension of water services in any direction. As no upgrades have been identified to date, we are not including any budgeting for upgrades to the water distribution system in Prescott.

It has been identified there are a number of sewers that require upgrading to address the new hydraulic load the proposed developments will create within the system. Those sewers are summarized below.

**Figure 34: Cost for Sanitary Sewer Replacements**

Sewer Location	Length	Unit Rate	Cost <sup>1</sup>
Churchill Road West	1,360m (375mm)	\$650	\$1,220,000
Duke Street	860m (450mm)	\$700	\$831,000
Sophia Street	690m (375mm)	\$650	\$619,000

<sup>1</sup> Includes 15% for engineering and 20% contingency



### 12.2.3 Upgrades to Existing Sewage Pumping Stations

As there is proposed infill and intensification as well as new developments tying into the catchment areas for Sewage Pumping Station #3 and Sewage Pumping Station #5, all three sewage pumping stations are going to require increases in their pumping capacity and potentially their wetwell sizing to be compliant with the MECP’s Design Guidelines for Sewage Works.

**Figure 35: Cost for Improvements to Sewer Pumping Stations**

Sewer Location	Requirements	Cost <sup>1</sup>
SPS #3	Upgraded pumps and controls	\$550,000
SPS #4	Upgraded pumps and controls	\$690,000
SPS #5	Complete Upgrade	\$2,600,000

<sup>1</sup> Includes 15% for engineering and 20% contingency

### 12.2.4 Upgrades to Water Storage

As previously indicated, the Town of Prescott has made application for funding under the Investing in Canada Infrastructure Program Green Stream Intake II for the replacement of the existing elevated water storage tower with a total project cost of \$6,936,000. With the implementation of this project, the Prescott Drinking Water System will comply with the storage requirements from the MECP’s publication Design Guidelines for Water Works.

If the Town were to downsize the volume of storage within this project, there would be the requirement to install a second water reservoir or expand the existing reservoir at the Prescott WTP to compensate for the shortfall.

### 12.2.5 Upgrades to Water Treatment Plant

The cost implications of expanding the Prescott Water Treatment Plant are heavily reliant on the amount of additional capacity required to service the proposed development areas. To provide an estimate of the cost for a variety of plant capacity expansions, we have based our estimates on the costing that was provided in the Ministry of Infrastructure publication “Water and Wastewater Asset Cost Study (2005)” adjusted by the rate of inflation.

**Figure 36: Cost for Expansion of the Prescott Water Treatment Plant**

Water Treatment Plant	Expansion	Cost
8,200 m <sup>3</sup> /d	0%	\$0
10,250 m <sup>3</sup> /d	25%	\$10,138,860
12,300 m <sup>3</sup> /d	50%	\$19,852,680
14,350 m <sup>3</sup> /d	75%	\$29,242,200
16,400 m <sup>3</sup> /d	100%	\$38,366,760

<sup>1</sup> Includes 15% for engineering and 20% contingency



Please note that these are order of magnitude estimates which will be refined as part of the completion of the environmental assessment study.

### 12.2.6 Upgrades to Water Pollution Control Plant

The cost implications of expanding the Prescott Water Pollution Control Plant are heavily reliant on the amount of additional capacity required to service the proposed development areas. To provide an estimate of the cost for a variety of plant capacity expansions, we have based our estimates on the costing that was provided in the Ministry of Infrastructure publication “Water and Wastewater Asset Cost Study (2005)” adjusted by the rate of inflation.

**Figure 37: Cost for Expansion of the Prescott Water Pollution Control Plant**

Water Pollution Control Plant	Expansion	Cost
4,728 m <sup>3</sup> /d	0%	\$0
6,288 m <sup>3</sup> /d	33%	\$12,587,800
7,848 m <sup>3</sup> /d	66%	\$24,920,000
9,456 m <sup>3</sup> /d	100%	\$35,321,800

<sup>1</sup> Includes 15% for engineering and 20% contingency

Please note that these are order of magnitude estimates which will be refined as part of the completion of the environmental assessment study.

### 12.2.7 Costs for Extending Services North of Highway 401

As indicated in Section 7.2, the cost for the extension of linear infrastructure north of Highway 401 was estimated at \$6.4M.



### 12.2.8 Costs for New Standalone Infrastructure

For comparison purposes, the cost for construction of a greenfield water treatment plant, new water storage and a new water pollution control plant, separate from the Town of Prescott, is presented in the following figure. This cost does not include the water distribution and sanitary collection systems to provide the servicing to individual properties.

**Figure 38: Cost for New Standalone Municipal Infrastructure**

Population	WTP	Water Tower	WPCP	Total
1,000	\$11,451,240	\$3,094,200	\$13,188,936	\$27,734,376
2,000	\$22,374,000	\$2,802,780	\$15,279,360	\$40,456,140
3,000	\$22,103,460	\$3,437,580	\$21,192,660	\$46,733,700
4,000	\$26,653,320	\$3,806,040	\$26,858,664	\$57,318,024
5,000	\$30,929,940	\$4,381,500	\$32,349,132	\$67,660,572

<sup>1</sup> Includes 15% for engineering and 20% contingency

Please note that these are order of magnitude estimates which will be refined as part of the completion of the environmental assessment study.

### 12.2.9 Cost Recovery of Municipal Infrastructure

There are many approaches to how municipalities can share the capital cost for the expansion of shared services. The following table provides a starting point for negotiations of the capital cost recovery for the provision of municipal services.

**Figure 39: Cost Recovery of Municipal Infrastructure**

Cost Component	Cost Sharing
<b>Studies</b>	Parties should share the cost based on the benefit derived from the study.
<b>Sanitary Sewer Replacement</b>	Cost should be recovered from existing services and future development as both will derive an improved level of service from the infrastructure.
<b>Sewage Pumping Stations</b>	Part of the cost can be recovered from the existing service area as a result of an increased level of service. However, a larger part of the cost should be recovered from development who obtain a direct benefit from the works.
<b>Water Storage</b>	Cost should be recovered from existing services and future development as both will derive an improved level of service from the infrastructure.



Cost Component	Cost Sharing
<b>Water Treatment Plant</b>	As the Town of Prescott has paid for the construction of the existing infrastructure, which has adequate capacity for service the infill and intensification, any expansion of the Water Treatment Plant will be triggered by growth outside of the Town of Prescott, and this growth should pay for the expansion.

Both municipalities should continue to work together and prepare joint funding applications for assistance to advance the expansion of the municipal servicing into the desired area(s).

### 12.2.10 Costs for Transportation Improvements Supporting Studies

As identified in Section 9.3.5, the construction of a new interchange on Highway 401 follows under the requirements of the Environmental Assessment Act.

The following study will be required under the conditions identified in the figure below:

**Figure 40: Municipal Servicing Supporting Study Costs**

Study	Condition	Budgetary Cost
Group B Transportation Environmental Assessment	To be undertaken unless the Township can lobby the MTO to incorporate the new interchange into the EA process already underway for this section of highway.	\$200,000
Schedule C Environmental Assessment	To be undertaken for any new roads or other linear paved facilities that are not approved through the Planning Act.	\$100,000

### 12.2.11 Costs for Transportation Improvements

Excluding the cost for any land acquisition for the implementation of the proposed transportation improvements, an opinion of the total project cost for the proposed works is summarized in the figure below.



**Figure 41: Cost for Transportation Improvements<sup>1</sup>**

Transportation Improvement	Length	Unit Rate	Cost <sup>2</sup>
Extension of Development Drive to Merwin Lane	LS	\$2,100,000	\$2,100,000
New Interchange at Blue Church Road <sup>3</sup>	LS	\$15M-\$30M	\$15M-\$30M
Industrial Park Access Road off of Blue Church Road	500m	\$1,150,000/km	\$575,000
Extension of Irvine Road	1,300m	\$1,150,000/km	\$1,495,000
Extension of Churchill Road West	630m	\$1,150,000/km	\$725,000
Construction of South Service Road	3,700m	\$1,150,000/km	\$4,255,000

<sup>1</sup> Transportation improvements include costs associated with road infrastructure and does not include hydro/utility/telecommunication infrastructure

<sup>2</sup> Includes 15% for engineering and 20% contingency

<sup>3</sup> Cost for the Interchange is highly dependent on whether or not the existing bridge is to be replaced during the installation of the interchange.

Please note that these are order of magnitude estimates which will be refined as part of the completion of the environmental assessment study.

# CONCLUSION



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**PRESCOTT**  
EST 1784  
THE FORT TOWN

*Augusta*  
TOWNSHIP  
*A Community of Opportunity*



The Town of Prescott and the Township of Augusta have identified the need for a Joint Land Needs/Development Analysis to identify appropriate lands for future commercial and employment growth.

This Land Development/Needs Assessment includes the following sections:

- An environmental scan of the study area and focus area, identifying current land uses, transportation networks, and environmental features
- A summary of relevant studies and governing policies at the municipal, regional, and provincial levels, which currently apply to the area and guide existing development policies
- An inventory of vacant and/or underutilized lands within the study area and focus areas, evaluating the development potential of each site based on existing policy, availability of servicing and infrastructure, proximity to services and amenities, and environmental constraints
- An overview of current servicing/utility conditions and capacity
- SWOT analyses of extending municipal servicing to the focus area or to an alternative area within the broader study area, at the eastern edge of Augusta abutting the western boundary of Prescott
- A demand forecasting analysis, determining the expected market growth for industrial and commercial uses in the partner municipalities over the next ten years
- A summary of interviews with stakeholders in Augusta and Prescott
- A detailed overview of development options within the focus area and study area
- An overview of steps required to implement some of the above-noted development options.

We trust that the findings of this report are informative and assist in the direction of appropriate future residential, commercial, and employment growth within the partner municipalities.



