

# Augusta Land Use Strategy (West of Prescott)

Final Concept Report  
June 2023

# FOTENN

Prepared for the Township of Augusta

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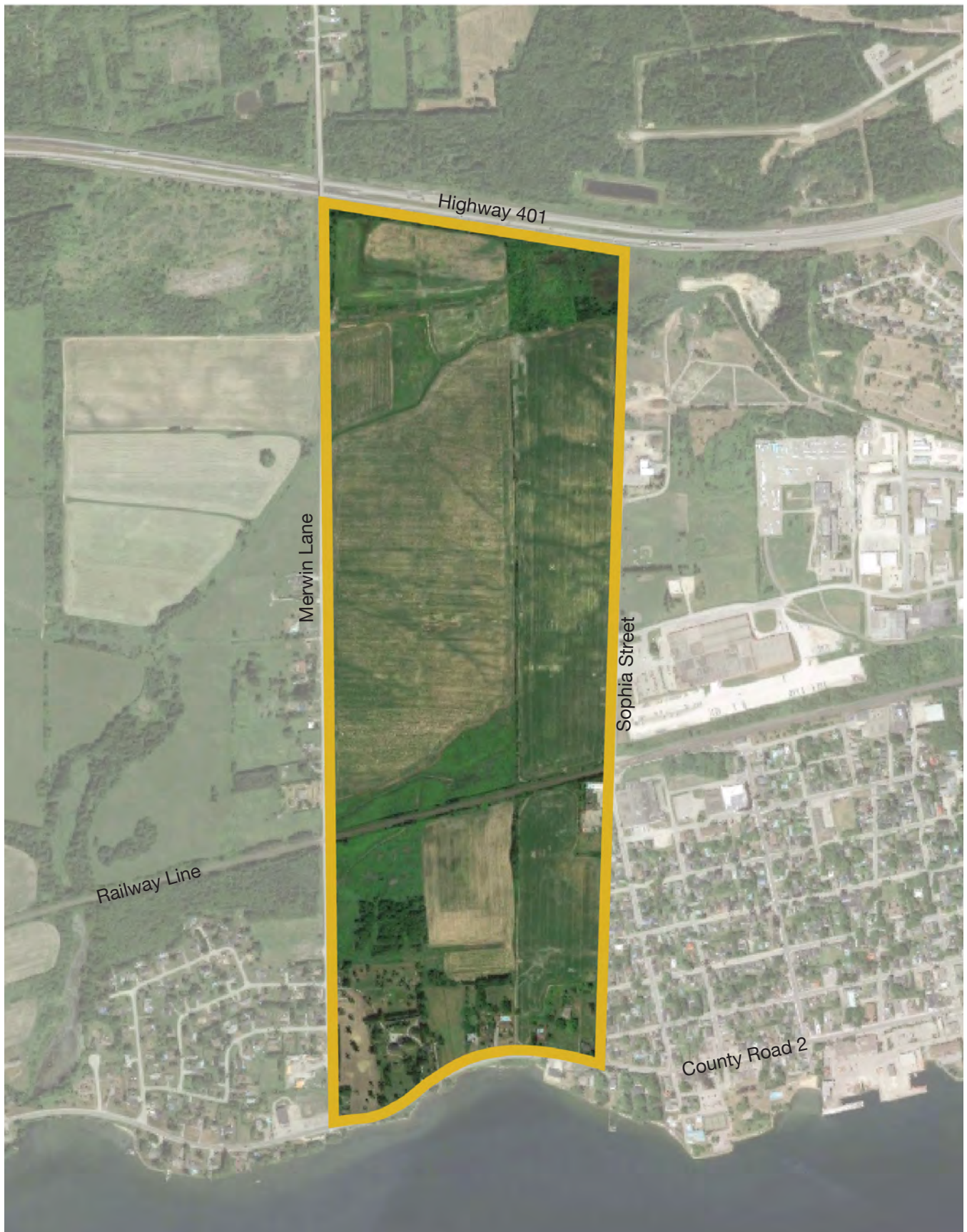
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Land Use Strategy Area



## Executive Summary

Fotenn Planning + Design is pleased to have prepared this Land Use Strategy the Township of Augusta for the lands immediately west of the Town of Prescott. The Study was undertaken to further the findings of a “Joint Land Development Needs Analysis Study” and provides a detailed analysis of the Study Area in order to develop policies and guidelines to support the future development of the lands, subject to joint infrastructure and transportation intentions of the Township of Augusta and Town of Prescott.

The Land Use Strategy was developed based on an extensive background review of the Study Area, including an assessment of the site and surrounding context, existing land use, servicing, and transportation conditions, and existing Township of Augusta and Town of Prescott policies. A series of two-day public consultation workshops further informed the overall vision, guiding principles, and potential of the Study Area, with information gathered via a Visioning Workshop, Community Design Workshop, and focused engagement sessions with landowners, developers, and other agencies, stakeholders, and municipal staff. With the vision and guiding principles for the Study Area finalized based on feedback received, an overall Neighbourhood Structure was prepared to demonstrate the potential of the lands, while Open Space, Mobility, and Land Use Structures provided detailed frameworks, policies, and guidelines to inform the development of the lands.

The Land Use Strategy is intended to be implemented in two phases and through further consultation with stakeholders, particularly at the upper tier municipal level. Phase I would see an initial framework established for lands via an Official Plan Amendment, allowing smaller portions of the Study Area to develop in accordance with current Township of Augusta and United Counties of Leeds and Grenville policies. Phase II would be implemented for the remainder of the lands via future Official Plan Amendments and via a scheduled Official Plan update, which would see the re-designation of the lands from Rural Settlement Area to Urban Settlement Area.

## 1.0 Introduction

Augusta Township (the “Township”) has retained Fotenn Planning + Design (the “consultant”) to undertake a Planning Study for the lands immediately west of the Town of Prescott, bounded by Highway 401 to the north, County Road 2 to the South, Merwin Lane to the west and the Town of Prescott municipal boundary to the east. The Study was undertaken to further the findings of a “Joint Land Development Needs Analysis Study”, completed in 2021 by the Town of Prescott and Township of Augusta, as summarized in Section 2.2 of this report. The Study will provide a detailed analysis of the Study Area which reviews and integrates planning, urban design, engineering due diligence, transportation, and ecological due diligence of the Study Area.

Initially undertaken as a Secondary Plan Study, the project has evolved based on conversations with Township Staff and key stakeholders from a Secondary Plan Study to a broader Land Use Strategy. The goal of this Land Use Strategy is to ensure that new development will promote and support high-quality design, and establish an appropriate mix of new land uses and that all new projects, in both the public and private realm, reinforce the need for a healthy, vibrant, complete, and sustainable community. The Land Use Strategy is intended to provide recommendations for a range and mix of land use options within the Study Area which will contribute to the overall planning vision for Augusta Township, helping to meet Official Plan (OP) objectives, and ensuring an integrated approach is taken with the Town of Prescott. The implementation of the Land Use Strategy may be undertaken in phases and through various means, discussed further in this report.

## 1.1 The Land Use Strategy

The Land Use Strategy was developed based on an overall vision and guiding principles for the Study Area. The Strategy contains a series of structures, with specific policies and guidelines applicable to defined areas of a municipality where physical changes are expected and desired. They are developed for parts of the municipality that include large areas of underutilized land that would benefit from suitable redevelopment; areas targeted for major public or private investment; and areas where development is occurring, or proposed, at a scale, intensity or character which necessitates a reconsideration or reconfiguration of local streets, blocks, public works, open spaces or other public services or facilities.

The Land Use Strategy:

- / Responds to the objectives, policies, land use designations, and overall planning approach of the municipality's Official Plan to fit with local contexts.
- / Establishes recommendations for local development policies unique to an area that will guide growth and change in that area.
- / Promotes a desired type and form of physical development in a specific area.
- / Applies to areas where significant redevelopment is expected.

A Land Use Strategy for this area includes details of the plan for the neighbourhood and recommendations for implementation via future Official Plan Amendments and Zoning By-law Amendments.

# 1.2 Project Timeline

The Study was completed in three phases.

## Phase 1 – Project Commencement and Background Review (Sept 2022 – Nov 2022)

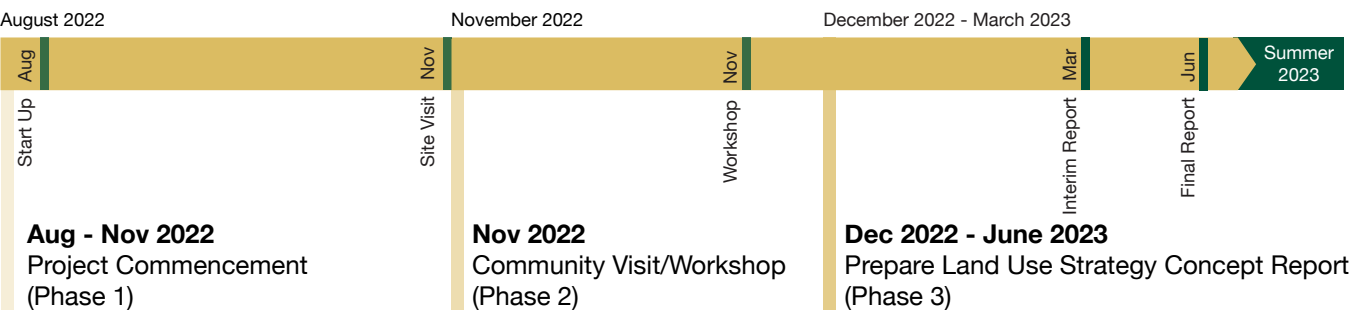
During Phase 1, Township of Augusta Staff met with the consultant team to confirm the study area and provide data or relevant background information for the Study area. The consultant team reviewed current conditions of the Study area by reviewing the data provided and conducting a site visit of the area in order to summarize their findings regarding the area and prepare for engagement workshops with stakeholders, agencies, and community members.

## Phase 2 – Two Day Workshop (November 2022)

The Township and consultant team held a two day workshop and engagement sessions in the community to prepare a preferred concept which will be the basis of the draft Land Use Strategy. The workshops provided opportunities for stakeholders, agencies, and community members to provide input and feedback to develop ideas to inform the framework for key elements such as land uses, open space, circulation, connectivity, public realm, and built form. The workshops helped to define the guiding principles for the Study area resulting in the development of a preferred land use plan and associated policies and guidelines for the lands. Further details on the two day workshop and stakeholder engagement sessions are provided in Section 3.0 of this report.

## Phase 3 – Preparation of the Concept Report (December 2022 – June 2023)

The consultant has drafted this Land Use Strategy Report based on the preferred land use plan which recommends land uses, open space, circulation, connectivity, public realm and built form frameworks with recommended supporting policies and guidelines to implement the overall vision and goals for the Study area. The Concept Report may be refined based on feedback and direction from the Township and finalized into a Council Approved Land Use Strategy document.



Project Timeline

## 2.0 Background Review & Analysis

### 2.1 Existing Conditions

The Township of Augusta is located approximately 100km east of Kingston along Highway 401 and bounded to the south by the St. Lawrence River. The Township are located in the United Counties of Leeds and Grenville and has a population of 7,353 throughout a broad rural area. Contextually, the Town of Prescott has a population of 4,222 with a compact land area of 3.11 square kilometres. The Town of Prescott has a density of approximately 1,358 residents per square kilometre and 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.

#### Existing Land Uses

The Study Area is located abutting the western boundary of the Town of Prescott, located within the Township of Augusta. The northern portion of the Study Area is bounded by Highway 401 and contains Bradleys Creek. The southern edge of these lands extend south to County Road 2. Residential homes are also concentrated along County Road 2, in proximity to the St. Lawrence River. The majority of the lands are rural in nature and primarily undeveloped, with some natural heritage features including Bradleys Creek in the north. The lands are located adjacent to the new Prescott Recreation Complex to the northeast.

The Study Area has been identified as an area with a majority of vacant/underutilized lands that are held in private ownership. Parcel sizes within the Study Area vary and are not currently serviced by municipal water, sewage systems, and natural gas. Bell Wireless currently provides broadband infrastructure in the area, while both Bell and Rogers provide cellular capabilities.





Looking west towards Study Area



Looking west along Rail Corridor



Looking west along residential road in Prescott



Looking north along Merwin Lane towards HWY401



Looking south along Merwin Lane



Looking southeast towards Study Area from Merwin Lane

## 2.2 Land Needs Assessment (2021)

In 2021, the Town of Prescott and Township of Augusta partnered and retained MDB Insight, with EVB Engineering, Fotenn Planning + Design, and FBM to prepare a Joint Land Development / Needs Analysis.

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

The Land Development/Needs Analysis forecasted the industrial, retail and office demands for the Township of Augusta and Town of Prescott, with a time horizon of 2030. The assessment anticipated the Township of Augusta to absorb the majority of new industrial demand, with less significant demands for retail and office spaces. Additional future demand within the Town of Prescott are anticipated to come from retail uses, as well as supporting niche office uses.

The Land Development / Needs Assessment determined the total demands for retail, office, and industrial lands to be **between 24 and 26 acres**, as follows:

### / **Retail**

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

### / **Office**

Total office demand by 2030 would be 10,300 square feet with a corresponding land need of less than 1 acre.

### / **Industrial**

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

The Land Needs Assessment allocates the land between Augusta and Prescott, allocating 80% (8 acres) of Industrial, 50% (0.5 acres) of Office, and 25% (3.5 acres) of Retail to Augusta, for a total of 12 acres of land to locate in Augusta. The remainder of the needs are to be accommodated in Prescott.

The Land Development / Needs Analysis initially considered lands north of Highway 401 between Merwin Lane, County Road 26, and Prescott's boundary to the east to accommodate this need. However, it was determined that several constraints limited opportunities to efficiently develop this study area, including:

- / Poor pedestrian and vehicular connectivity to the Town of Prescott lands 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
- / Municipal planning schedules and South Nation Conservation Authority mapping identify several natural constraints within the 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 a designated settlement area.
- / Higher costs associated with extending municipal services north of Highway 401, as well as a number of existing or planned developments along Development Drive are currently functioning on private services.

As such, an analysis of a westward extension of municipal services into the Township of Augusta was undertaken.

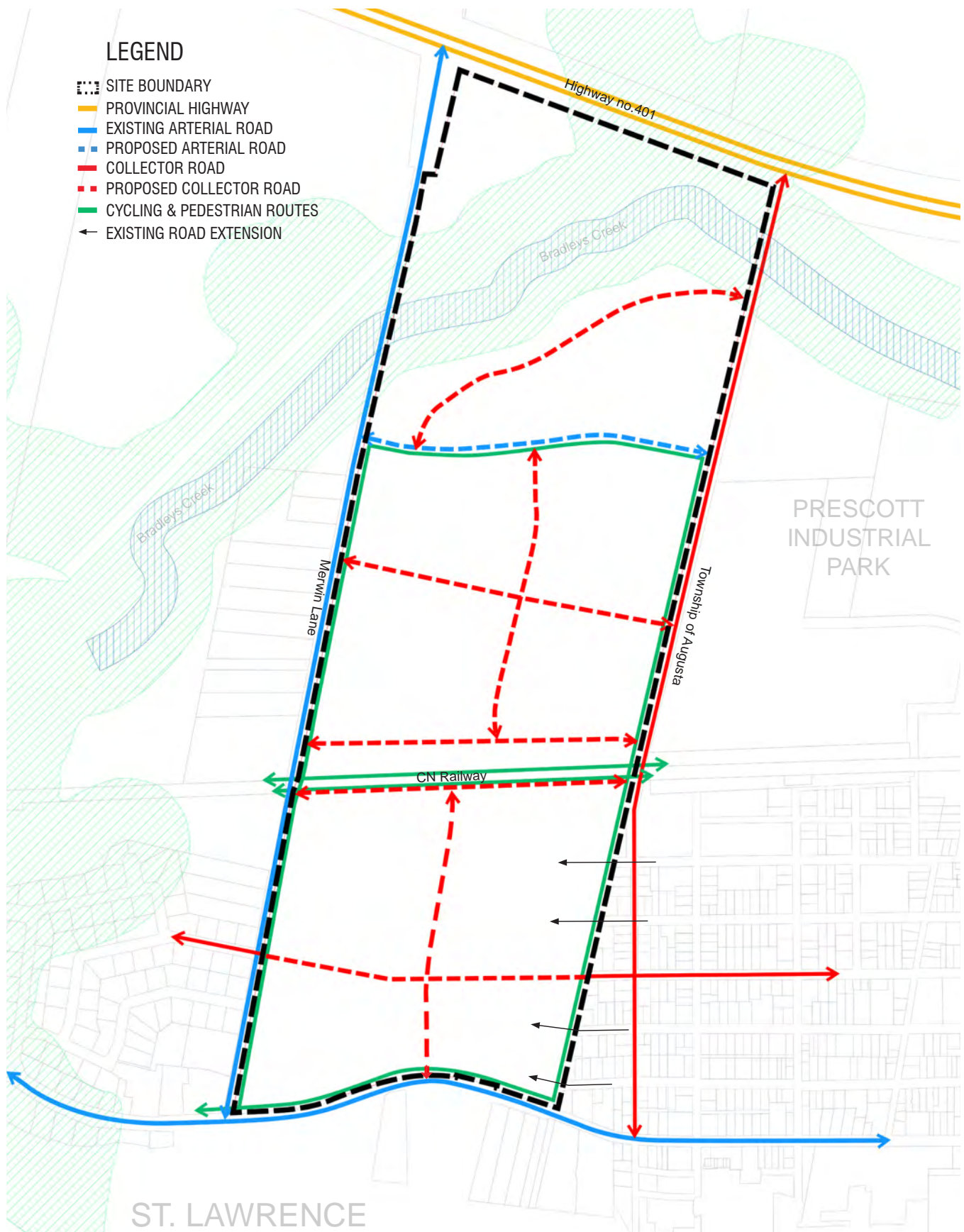
It was determined that the lands to the west of Prescott represented a prime opportunity for an efficient, cost-effective extension of existing municipal services for the development of new neighbourhoods in proximity to existing infrastructure, services, and amenities. Existing roadways in the Town of Prescott including Churchill Road West, Jessup Street, James Street West, and Dibble Street West may be extended west into the Study 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. Finally, the designation as a Rural Settlement Area under the Township of Augusta's Official Plan were determined to be potentially beneficial from a planning perspective.

### **Land Needs Assessment: Concept Plan**

Concept plans for the development of the preferred focus area envisioned 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 and, where driven by demand, would serve local residents. Given the area's proximity to existing uses and potential sensitivities within the Intake Protection Zone along Bradleys Creek, industrial uses in this area were envisioned to be limited to light industrial uses.

A preliminary concept plan for the area envisioned new residential developments to help support existing and proposed non-residential uses, including 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 was recommended to 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 was recommended to 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.



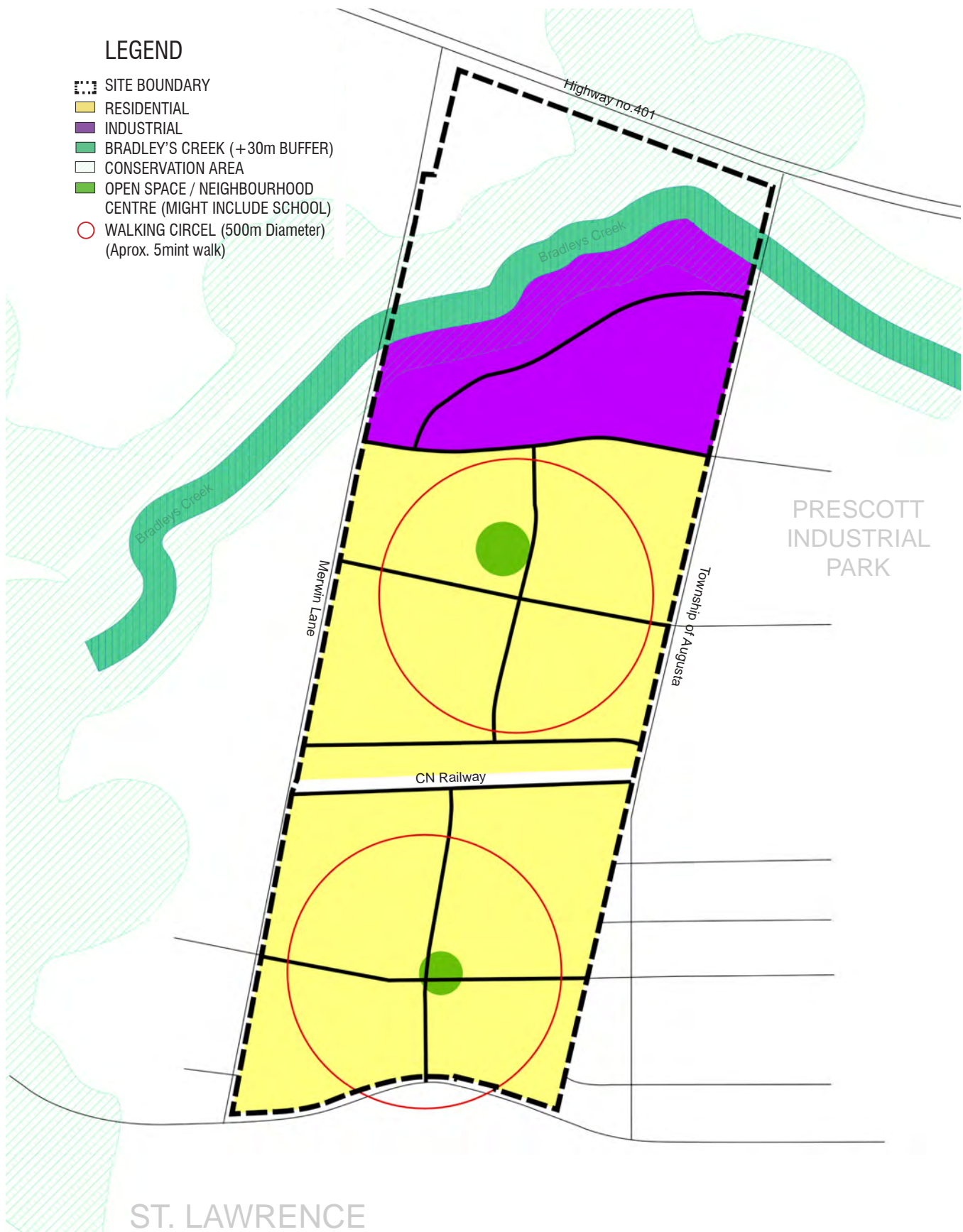


Land Needs Assessment (December 2021): Transportation Structure



## LEGEND

-  SITE BOUNDARY
-  RESIDENTIAL
-  INDUSTRIAL
-  BRADLEY'S CREEK (+30m BUFFER)
-  CONSERVATION AREA
-  OPEN SPACE / NEIGHBOURHOOD CENTRE (MIGHT INCLUDE SCHOOL)
-  WALKING CIRCEL (500m Diameter) (Aprox. 5mint walk)



ST. LAWRENCE

Land Needs Assessment (December 2021): Neighbourhood Structure

## 2.3 Servicing

### Existing Servicing Infrastructure

The Study Area is not currently serviced by municipal water, sewage systems, and natural gas. 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. 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. The existing water tower has a volume of 2,272 m<sup>3</sup> and is located at 249 Wood Street. The water tower has reached the end of its useful service life and is currently being replaced, to be located just east of the Study area.

### Prescott Water Treatment Plant Capacity

The Prescott WTP is currently operating at 62% of the maximum rated capacity. The Prescott Water Treatment Plant has the capacity to service 917 Equivalent Households (EQHH) outside of the planned infill and intensification within Prescott. 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 reach 80% of the maximum rated capacity. It has been suggested through the Land Development/Needs Analysis that the Town should initiate the environmental assessment process for the expansion of the Prescott WTP.

### Prescott Water Pollution Control Plant Capacity

The Prescott Water Pollution Control Plant is currently operating at approximately 73% of the design capacity and has the capacity to service 126 Equivalent Households (EQHH) outside of the planned infill and intensification within Prescott. It has been suggested through the Land Development/Needs Analysis 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 Land Development/Needs Analysis reviewed the hydraulic capacity of the sewage system and 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 the 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.

## Cellular and Broadband Servicing

Utility services for electrical capacity (Rideau St. Lawrence and Hydro One), natural gas availability (Union Gas and Enbridge), broadband infrastructure (Bell and Cogeco) and cellular capabilities (Bell and Rogers) were contacted to determine the level of service available for the Study Area. The Study Area is not currently serviced by electrical or natural gas services, however broadband infrastructure is provided by Bell Wireless, and cellular capabilities are provided by both Bell (LTE-A) and Rogers 4G-LTE). Finally, as described below in the Engagement Approach summary section, community members generally identified challenges in obtaining high speed internet connections in the community.

## Summary

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 lands within the Township of Augusta. The cost implications of expanding the Prescott WTP and WPCP is heavily reliant on the amount of additional capacity required to service the Study Area. It is recommended that both municipalities retain the services of a consulting engineer to assist with the preparation of a shared service agreement.

## 2.4 Transportation

The Study Area is located south of Highway 401, which is one of the busiest highways in North America. The Township of Augusta and Town of Prescott are well connected by Highway 401 to larger urban centres, including Montreal and Toronto, while Highway 416 connects north towards Ottawa, placing the United Counties of Leeds and Grenville at a tremendous transportation advantage. Additionally, the St. Lawrence Seaway connects Leeds Grenville to many shipping ports in North America and around the world and provides a vibrant tourism destination.

The Study Area is bounded by local roads, including Merwin Lane to the west, County Road 2 to the south, and Sophia Street generally in the east within the Town of Prescott. County Road 2 runs along the St. Lawrence River (east-west) along the southern edge of and provides the main connecting link between the two interchanges. An active CN Rail corridor connects in an east-west connection through the Study Area, while existing municipal roads are located to the east of the Study Area, terminating at the Study Area lands. These five east-west roads are located within the Town of Prescott boundaries and may potentially be extended into the Study Area to accommodate new development, including Hyde Street, Jessup Street, James Street West, Dibble Street West, and Henry Street West.

The Land Development / Needs Analysis recommended the following potential local road improvements be incorporated into the municipalities planning in order to facilitate industrial and commercial uses within the Study Area:

- / Extension of Industrial Road to Merwin Lane
- / Extension of Churchill Road West to Merwin Lane to facilitate potential developments within the Study area.

Following the transportation improvements described above, further traffic improvements may be required to provide easier movement between Merwin Lane and Blue Church Road. The Land Development / Needs Analysis further recommended that the Churchill Road West extension go beyond Merwin Lane and connect to Blue Church Road, west of the Study Area.

As the Study Area is located abutting Highway 401, an "MTO Building and Land Use Permit" would be required for commercial or residential development, construction, or renovation within the Ministry's Permit Control Area of 800m. Basic setback distances are required where buildings are placed from the highway property line. The minimum setback for all buildings and structures adjacent to Highway 401 is 14 metres.

## 2.5 Background Planning & Policy Context

### Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”), 2020, provides policy direction on matters of provincial interest related to land use planning and development to enhance the quality of life for all Ontarians. The PPS also provides guidance with respect to building strong communities through the efficient use of land and resources while protecting the quality of the natural environment and public health and safety. The Planning Act requires that all decisions affecting land use planning matters to be consistent with the policy statements issued under the Act.

The PPS focuses growth to settlement areas where land use patterns support the efficient uses of land and resources and where a mix of uses and densities can be achieved. Further, the PPS contains policies which support a range and mix of housing options and densities to meet the needs of current and future residents.

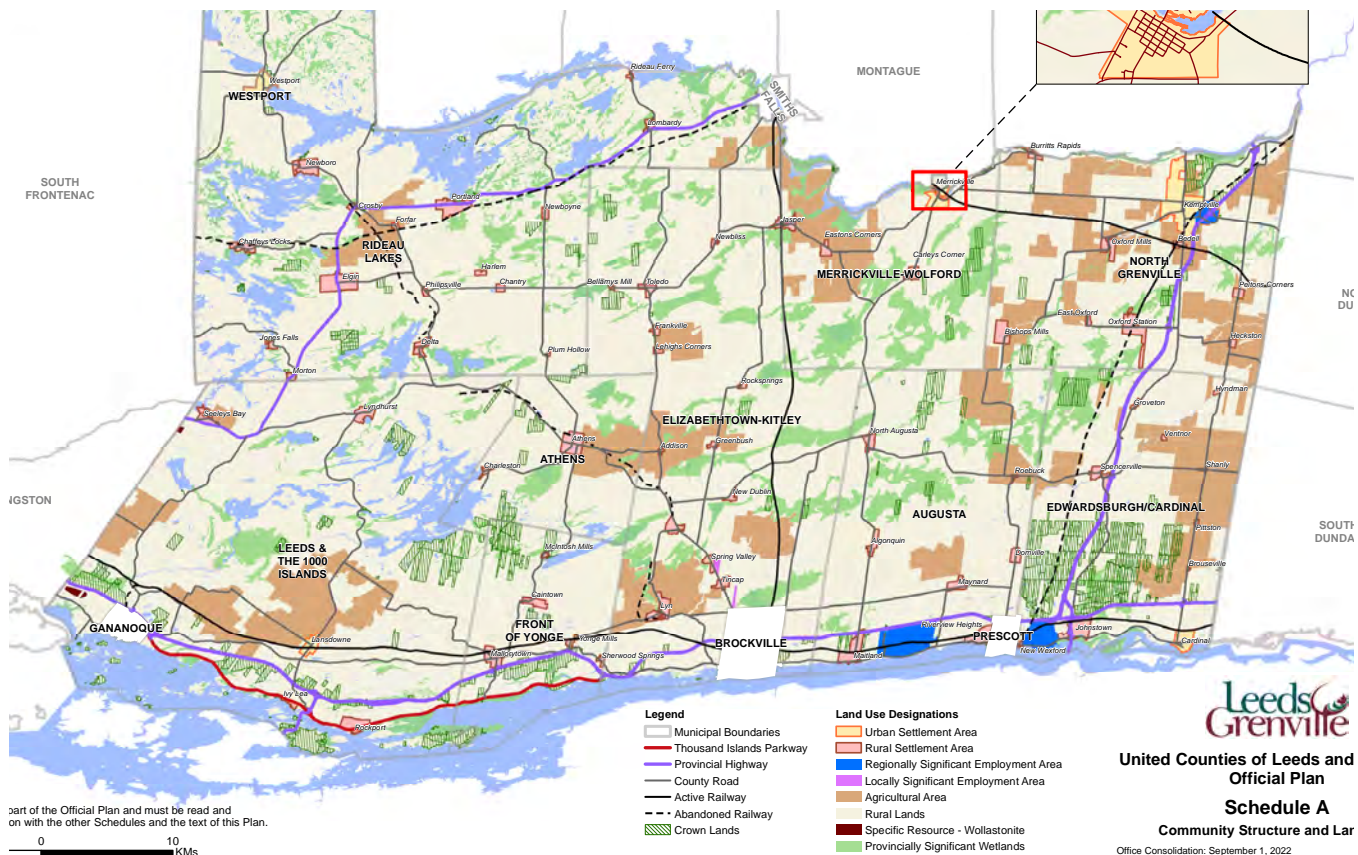
### United County of Leeds and Grenville Official Plan (2016)

The United Counties of Leeds and Grenville Official Plan provides the overarching policy direction on matters of County-wide significance. The Township of Augusta is one of the ten member municipalities. The Township of Prescott is not included under the jurisdiction of this Official Plan as it is a single-tier municipality.

The United Counties of Leeds and Grenville Official Plan accommodates for modest population and housing growth over the 2011 to 2031 period. Housing unit growth is expected to continue to occur in all member municipalities, with North Grenville anticipated to see the bulk of housing growth among member municipalities, nearly 2,500 housing units over the forecast horizon, owing in large part to its proximity to the Ottawa job market. This is followed by Rideau Lakes, Edwardsburgh / Cardinal and Leeds and the Thousand Islands, each of which are anticipated to experience roughly a tenth of overall member municipal housing growth.

The growth forecast and allocation policies in the Counties Official Plan are based on a Growth and Settlement Analysis Report, prepared by Hemson Consulting in 2014. This report anticipates the Township of Augusta to have a modest population increase of 205 residents and anticipates the addition of 190 units over the forecast horizon. These projections are key to informing the scale and type of development which can occur under the current planning framework, as well as amendments required to accommodate future residential and employment growth in the Study Area.





The United Counties of Leeds and Grenville Official Plan contains both Urban and Rural Settlement areas, and seeks to direct new growth to settlement areas 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 Official Plan enables local municipalities to identify settlement areas, as well as land uses and densities for settlement areas, and encourages intensification of the built-up existing area wherever feasible.

The Counties' urban and rural settlement areas will be the focus of growth, subject to appropriate servicing. Urban Settlement Areas are to be the primary centres for growth, development and urban activities and will be the focus of residential, commercial, industrial, institutional, cultural, recreational and open space uses, with rural settlement areas experiencing more limited growth through infill and intensification. The Township of Augusta contains no Urban Settlement Areas, and the following seven (7) Rural Settlement Areas: Algonquin, Domville, Maitland, Maynard, North Augusta, Riverview Heights, and Roebuck.

## Rural Settlement Areas & Rural Lands

The Official Plan describes lands throughout the Township of Augusta predominantly designated as Rural Lands, with the Study Area (Riverview Heights Community) primarily designated as a Rural Settlement Area, with Rural Lands in the north (Schedule A). Rural settlement areas include small villages and rural hamlets in the Township of Augusta which have historically been identified and delineated in the local municipal Official Plan.

The Counties Official Plan does not contemplate Rural Settlement Areas to be serviced by municipal sewage and water services, and are rather planned to continue to experience only limited employment and residential growth through infilling and development of vacant lands. Permitted uses and associated land use policies are to be established in the local municipal Official Plan in accordance with the policies of this Official Plan, and should generally maintain the rural settlement character and evolve as service and residential centres for their surrounding Rural Area. Public and private investment in upgrading or expanding municipal sewage services or municipal water services should be focused within Urban Settlement Areas, however the Official Plan notes that circumstances may warrant infrastructure investment in Rural Settlement Areas for limited rural development.

The Official Plan identifies that limited opportunities for intensification and encourages intensification within the existing built-up areas to achieve an overall minimum target that 20% of the dwelling unit growth in the form of residential intensification and redevelopment. The Official Plan directs intensification to urban settlement areas and rural settlement areas that is of an appropriate scale and character, subject to the availability of servicing, and demonstration of compatibility with existing neighbourhoods. As such, the scale of development contemplated during the Study will be limited through earlier phases, with subsequent phases accommodating a higher degree of development.

Rural Area lands are located outside of the Settlement Areas and consists of the rural landscape of the Counties, including prime agricultural areas, rural lands, including recreational and rural residential uses, natural heritage features and systems, and important natural resource areas. The Rural Area is an important component to the overall structure and economic success of the Counties, and contributes to the character and landscape of the Counties and enhances the quality of life of residents.

Rural lands are recognized as lands located outside settlement areas which do not comprise prime agricultural areas. Rural lands are intended to protect the natural amenities of the Counties while providing opportunities for agricultural uses, resource-based activities, recreation and tourism and other rural land uses. The primary use of Rural Lands is for rural uses, including but not limited to resource management, recreational uses, agricultural uses, and limited residential uses

## **Economic Development & Employment Growth**

The Counties Official Plan states that the majority of employment growth will be directed to designated employment areas within the urban settlement areas, and Regionally Significant Employment Areas. Rural settlement areas and designated rural employment areas will continue to provide opportunities for a range of employment uses of a dry industrial nature (uses in which water is not required in the processing, assembling, manufacturing, washing or cooling, or similar functions of the establishment), where municipal sewage services and municipal water services are not available.

Policies focus new industrial and employment-related development in settlement areas or in designated employment areas, while also permitting appropriate rural industrial and commercial growth. The Official Plan promotes major commercial, retail, and office employment uses in the urban settlement areas and encourage the creation of strong central business district environments, and generally promotes commercial uses which are ancillary to agricultural uses on rural lands, where proximity to agriculture operations is beneficial.

## **Settlement Area Boundaries**

Settlement area boundary expansions are not anticipated over the horizon of the Official Plan, and expansions of the boundaries of a rural settlement area will only occur in accordance with the comprehensive review. However, adjustments to settlement area boundaries would not require a Counties comprehensive review. A municipality may undertake a review of the need for boundary adjustments to a rural settlement area, provided the adjustment would maintain or reduce the aggregate amount of land within the municipality's urban and rural settlement areas, and in accordance with the local municipal growth allocation and boundary adjustment review requirements of Section 2.5.2.

## Township of Augusta Official Plan (2012)

The Township of Augusta Official Plan, dated 2012, governs the future growth, development, and change in the municipality. The Official Plan recognizes that the Villages of Maitland, Maynard and North Augusta are the primary Settlement Areas, with several small agricultural communities that have historical context as Hamlets, including Roebuck, Domville and Algonquin. In addition, the residential community of Riverview Heights has status as a Settlement Area by virtue of its designation in the municipality's 2003 Official Plan. That status has been maintained.

The Study area is located within the Riverview Heights Settlement area, with lands to the north designated Rural (Schedule A, Land Use, Infrastructure, and Natural Heritage). Augusta's Official Plan states that in order to encourage and facilitate the regeneration of existing Settlement Areas and to achieve the long term objectives of the Official Plan over the 20 year planning horizon, 60% of new development is directed to occur within its Settlement Areas. New lots may be created by consent or plan of subdivision and shall occur primarily within the limits of Settlement Areas. Permitted uses and associated land use policies for Settlement Areas are established by the Official Plan, which permits:

- / a range of housing types subject to the ability to provide private or communal services;
- / for neighbourhood facilities and amenities which are appropriate to a residential living environment;
- / the provision of roads and other municipal services necessary to the development of functional neighbourhood areas.

The Township's Settlement Areas do not have and are not contemplated for access to municipal water and waste water services, with policies contemplating new development occurring on private or communal on-site water and sewer services.

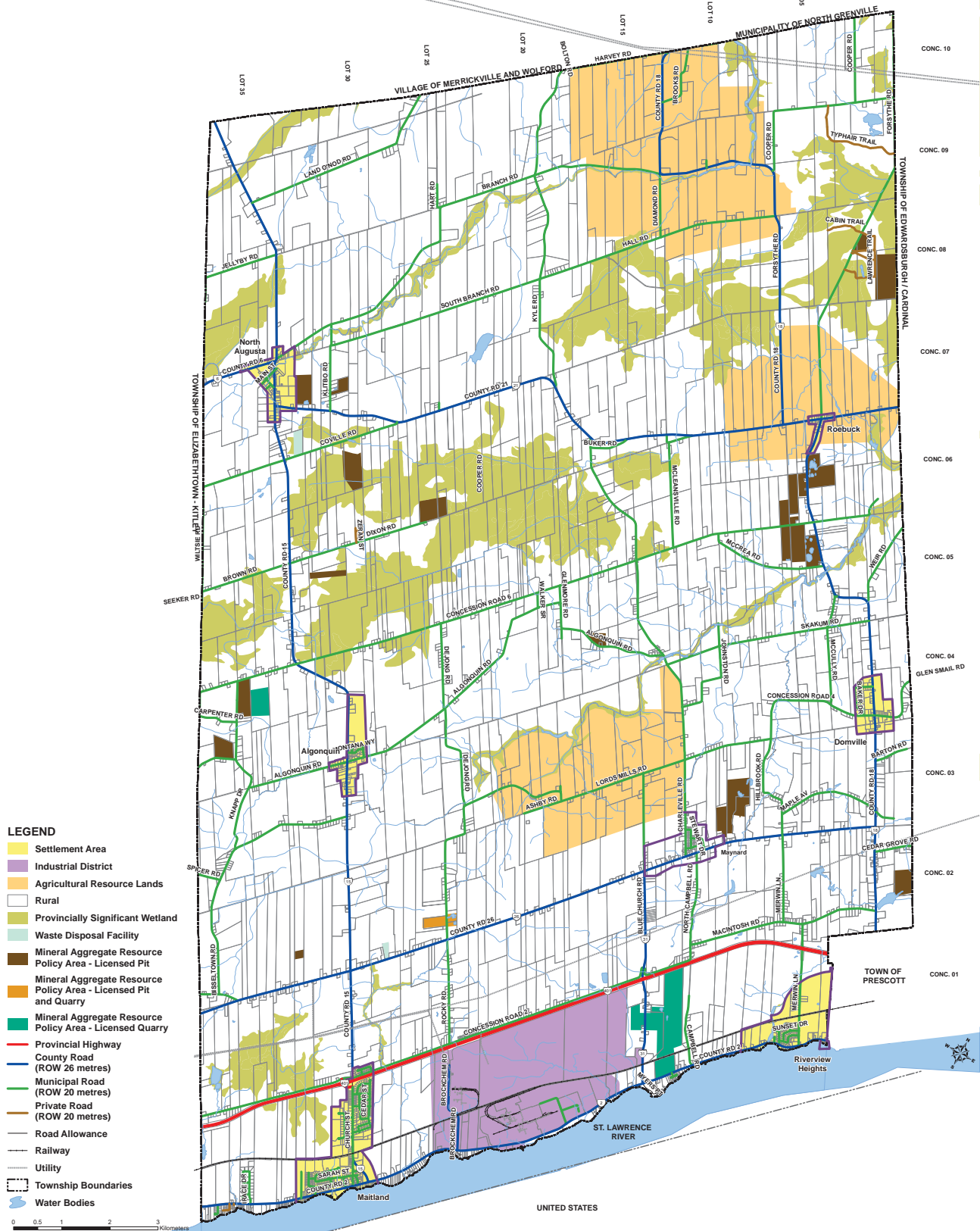
Residential zones are to provide for a range of residential uses consistent with servicing types. Low density development is defined as single detached, semi-detached or duplex dwellings to a maximum of 2 units per net hectare (the actual land used for development, exclusive of land required for roads, parks, and other amenities). The Augusta Official Plan permits increased housing densities through redevelopment of existing residential and non-residential buildings subject to appropriate water and waste water services, such as communal services, as well as accessory apartments and secondary suites.

The Augusta Official Plan additionally permits for commercial and industrial development in Settlement Areas which are compatible with the surrounding community, can be appropriately serviced, and which ensure a broad range of commercial uses in order to provide local employment opportunities.

Commercial and industrial uses which are generally permitted in Settlement Areas include, but are not limited to: retail uses; service commercial; office commercial; restaurants and eating establishments; entertainment facilities; vehicle sales and repair; commercial trade shops; class 1 manufacturing and processing; warehousing and wholesaling of bulk products; recreational uses; tourist commercial; parks and open space; and other appropriate or compatible commercial and industrial uses. The Official Plan contains development criteria for new residential, commercial, and industrial uses.



## Schedule A - Land Use, Infrastructure & Natural Heritage



Township of Augusta Official Plan: Schedule A



## Township of Augusta Zoning By-law (2965-2012)

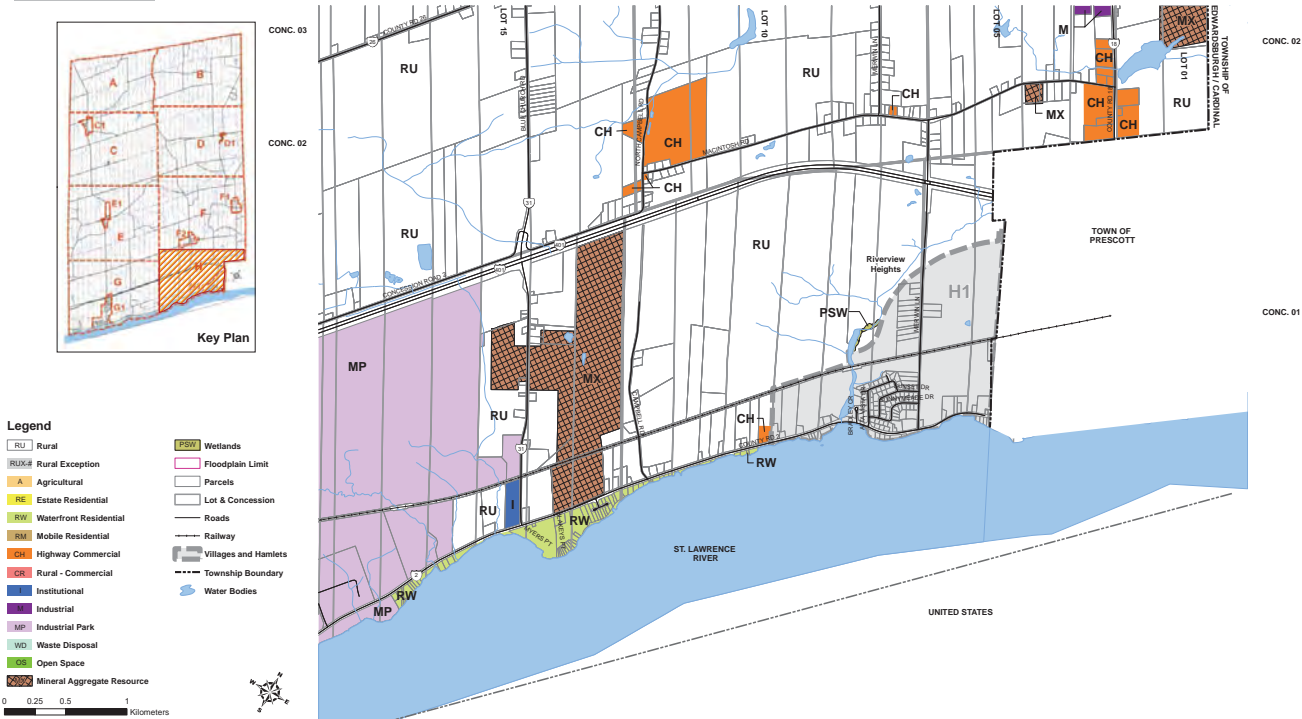
The lands located in the Study area are zoned predominantly RU (Rural) and RV (Village Residential), with a small portion of land zoned MV (Village Industrial), and areas zoned Rural Exception 3 and 9 (RUX-3 and RUX-9).

The RU zone permits a range of rural uses, including: Agricultural Uses, Bed and Breakfast Establishments, Cemetery, Communications Facility, Converted Dwelling, Forestry Use, Hobby Farm, Home Industry, Home Occupation, Kennel, One Accessory Dwelling Unit, Open Space, Place of Worship, Private Stable, Public Park, Public Use, Recreational Commercial Establishment, School, and Single Detached Dwelling. 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.

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 MV zone permits a range of commercial and industrial uses, including auto service stations, Class I Industrial uses, commercial garage, custom workshop, mini warehouses and public storage, printing and publishing establishments, restaurants, service outlets, and veterinary establishments.

# Zoning By-law Schedule H



# Zoning By-law Schedule H1 - Riverview Heights



## Official Plan and Zoning By-law Amendments

### Stacked Townhouse Development (By-law No. 3486-2020)

On August 24, 2020, Township Council adopted By-law 3489-2020 to amend the Zoning By-law permit a stacked townhouse development containing 20 units at 1686 County Road 2 in the south-east portion of the Study Area. More specifically, the Zoning By-law amendment to:

1. Add the following definition for “Dwelling - Stacked Townhouse” to Section 5.0 of the Zoning By-law:  
“A residential use building containing four or more principal dwelling units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent entrance from the exterior.”
2. Add the following new section to the Zoning By-law:  
On lands zoned Residential Village - Exception 2 (RV-X2), accessory garage structures of 55.75m<sup>2</sup> per unit may be attached together to a maximum area of 334.5 m<sup>2</sup> per grouping; the maximum area of an accessory club house structure is 111.5 m<sup>2</sup>; and “Dwelling -Stacked Townhouse” shall be added to the list of permitted uses stated in Section 7.2.1 of the Zoning By-law.

### Source Water Protection (Official Plan Amendment No. 3, By-law 3279-2017, By-law No. 3280-2017)

On January 9, 2017, Township Council adopted By-laws 3279-2017 and 3280-2017 to implement Official Plan Amendment No. 3 and add a Source Water Intake Protection Zone Overlay. The By-law stipulates prohibited uses in accordance with the Clean Water Act, on lands identified as Source Water Intake Protection Area, as follows:

- a. Storm water pond effluent.
- b. The application of agricultural source material to land.
- c. The storage of agricultural source material.
- d. The management of agricultural source material.
- e. The application of non-agricultural source material to land.
- f. The handling and storage of non-agricultural source material.
- g. Livestock grazing and pasturing where the number of animals on the land at any time is sufficient to generate nutrients at an annual rate that is greater than 0.5 nutrient units/acre
- h. Outdoor confinement areas and farm-animal yards

The above does not apply where the only use of the land is residential.

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.

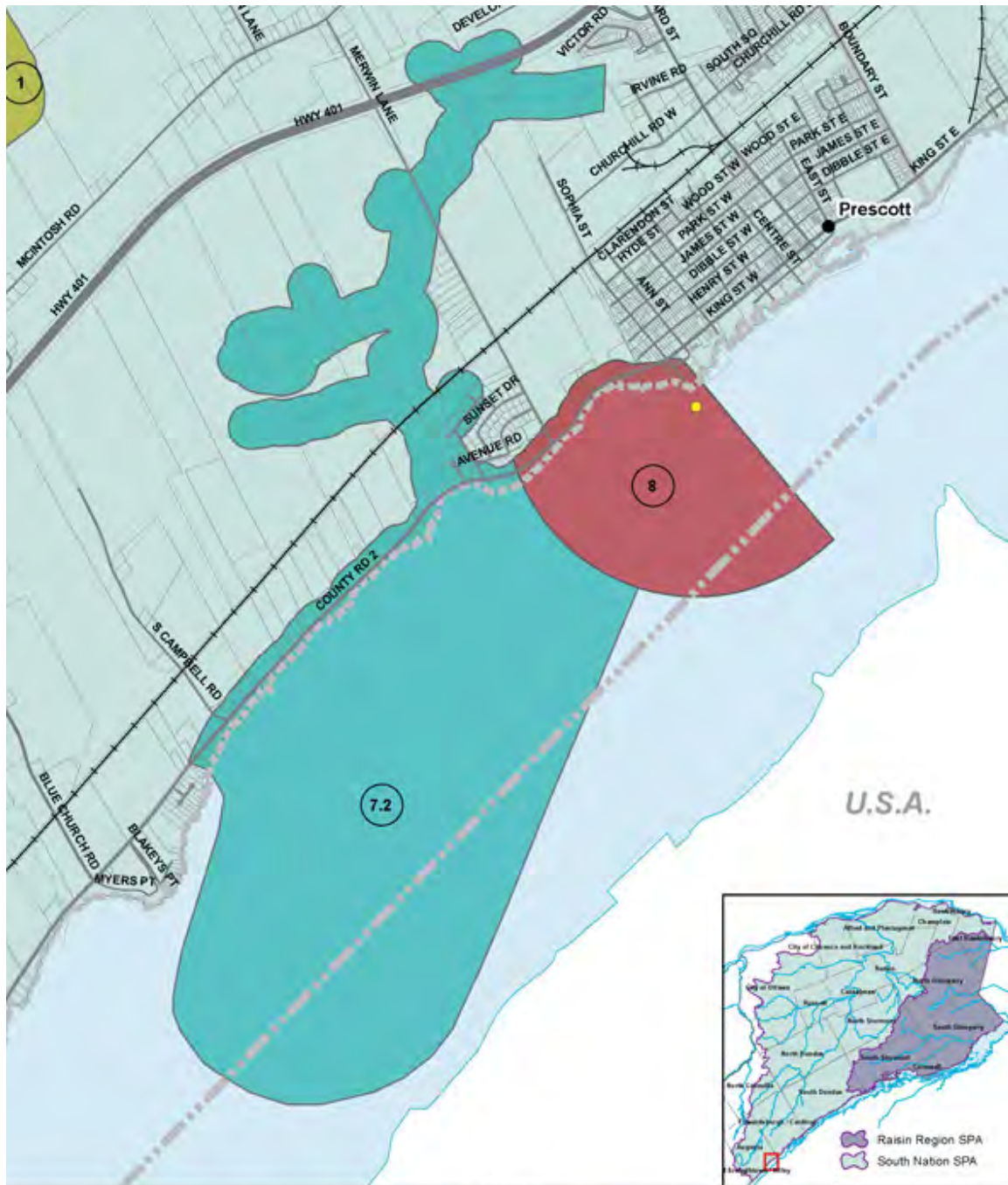
Ontario Regulation 287/07, Section 22 (1) lists the following two objectives for all Plans developed in Ontario:

- / 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,
  - o the activity never becomes a significant drinking water threat, or,
  - o if the activity is occurring when the source protection plan takes effect, the activity ceases to be a significant drinking water threat.

Mapping 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 (IPZ) 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. IPZs are identified to the south and within the northern portion of the Study Area.

IPZ-1 represents a fixed radius of 1 kilometre around the intake. The influence of land use activities is taken into consideration with setback on land of 120 metres from the shoreline. 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.



Source Water Protection Area Map



## Town of Prescott Official Plan (2006)

The Town of Prescott Official Plan was reviewed to provide a high-level understanding contextual to the Study Area. 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, and directs high-density residential uses such as apartment buildings to be located in the Downtown Core designation.

The Official Plan permits a range of low- to high-density residential development in 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. 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 by providing guidelines for built form to encourage pedestrian-scale and active transportation-supportive development. As a further distinction, 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 are 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.

## Town of Prescott Official Plan Review

The Town of Prescott is conducting an Official Plan Review as part of the mandated review process to ensure that current provincial and municipal planning policy objectives are being met. The Official Plan establishes a vision, guiding principles, and policies which will guide growth and development, and related land use decisions within the Town's boundaries to the year 2041. The Official Plan was adopted by Town Council in 2022 and is currently under review by the Ministry of Municipal Affairs and Housing prior to final approval.

## Town of Prescott 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 Study Area is located outside of the Zoning By-law Area.

## 3.0 Public Engagement

Key engagement events for the Study were as follows:

- Public Workshop 1: Visioning Session
- Public Workshop 2: Community Design Session
- Stakeholder Engagement Sessions
- *Statutory Public Meeting*
- *Council Presentation*

The workshops were advertised to the public via notices on the Township's website, via social media, in two local newspapers, and by direct mail outs to property owners in the Study Area.

This section summarizes the stakeholder engagement and public workshops conducted to date as part of the Study. The findings and feedback gathered from these engagement and working sessions will be used develop a series of frameworks that help encapsulate the high-level planning framework for the area, and provide an overarching reference to guide future development, including community and land use structures, mobility networks, and open space systems.

## 3.1 Public Workshop 1 Summary

The following summary highlights the key themes that emerged from Public Workshop 1: Visioning Session. Participants were presented background information on the Study process and information on the Study Area. Participants were presented Opportunities and Constraints of the Study Area and the draft Vision and Guiding Principles. The draft Vision and Guiding Principles were well received, with participants offering the following feedback on the Study Area:

- / Emphasis on a balanced approach
- / Importance of healthy communities
- / Emphasis on connectivity and collaboration
- / Importance of integration in the surrounding communities

The following feedback was shared priorities for the area related to the overall Opportunities and Constraints of the Study Area:

- / The Study Area benefits from proximity to Prescott and surrounding local communities, as well as to the Ottawa / Toronto region
- / Opportunity to consider future needs of the community
- / Opportunity to develop new housing types, including both affordable and attainable housing
- / Protection of the rural character should be prioritized
- / Connectivity, mobility, and a balance of multi-modal transportation is important
- / Collaboration between Prescott and Augusta should be prioritized
- / Emphasis to be placed on a celebration of the Township's history, culture, and place
- / The Study Area can develop to offer a unique lifestyle



## 3.2 Public Workshop 1: Visioning Session

The following summary highlights the emerging themes from Public Workshop 1: the Visioning Session. This section provides an overview of the various components of the Workshop and a more detailed summary and compilation of the comments and feedback received.

### Public Workshop Presentation

The Township and the Consultant Team hosted a Community Design Workshop on November 23, 2022 at the Augusta Fire Hall in Maitland. The Workshop was held between 7:00 PM and 9:00 PM and was attended by eight residents, as well as members of Township Council.

The objective of the Visioning Workshop was to provide an overview of the components of the Study and gather feedback and comments on the vision, guiding principles, opportunities, and constraints for the area.

The consultant team presented the purpose of the Study, the Study Area boundaries, and the overall project timeline. Background information was presented related to the overall context of the study area, including physical features, servicing, and existing planning framework. Preliminary opportunities and constraints were presented to attendees, as well as a draft vision and guiding principles informed by the background review. A question and answer period was held following the consultant presentation.

### Q&A Period

A Q&A period was held following the presentation by the consultant team. This 20 minute portion of the Workshop was structured less formally, resulting in general conversation regarding the broader community.

Attendees of the Visioning Workshop discussed the potential for the Study area to connect to servicing from Prescott, how the Study Area may affect taxes in the community, the ongoing development of the Aquaworld development proposed for the west side of Merwin Lane, and the potential servicing needs of this use. Further discussion was held regarding servicing capacities in the Town of Prescott, the future new water tower and community centre, and a need for collaboration to procure and use services from Prescott.

## Visioning Session

An hour long working session was held following the Q&A portion where maps of the study area were shown and questions related to the draft Vision Statement, Opportunities and Constraints, and priorities for the area were asked. The following is a summary of the responses:

### Draft Vision Statement

As part of Activity 1, participants were asked to provide feedback on the draft vision statement for the Study Area, discussing what they liked and disliked about the draft language. The feedback provided is summarized below:

- / Participants emphasized the need for balance of community services in the Study Area
- / Participants noted the important of wellness as an objective of the Study Area
- / Participants placed an emphasis on connectivity
- / Participants reiterated the importance of integration, collaboration, and support from the existing surrounding communities

Overall, the draft vision statement was well received, with many questions or comments emphasizing key themes of both the vision and guiding principles.

## Opportunities & Constraints

For Activity 2, participants were asked to discuss the strengths, weaknesses, opportunities, and constraints applicable to the Study Area. Of the key themes identified, participants were then asked to prioritize the most important of each and describe how each can help in achieving the vision or how they should be considered when conducting the Study. The feedback provided is summarized below:

- / Participants noted the benefits of the Study Area location relative to the existing community, including the Town of Prescott
- / An important consideration included a need to balance the existing and future needs of the community
- / Participants noted that affordable and attainable housing should be prioritized
- / A broad range of housing types should be planned for in the Study Area
- / Protection of the rural character is an important consideration
- / Connectivity, mobility, and a balance between multi-modal transportation should be considered
- / Concerns about amalgamation of the area with the Town of Prescott
- / Participants noted that collaboration between Prescott and Augusta should be prioritized
- / The Study Area should emphasize a celebration of the Township's history and culture, including a strong connection to the shipping industry
- / Augusta may be seen as a "gateway community" to other places, and may offer a unique lifestyle associated with the rural character and proximity to major employment areas

The feedback provided during Activity 2 guided the conversation and was the foundation for discussion during the following activity.

## Study Area Elements and Priorities

For Activity 3, participants were asked to consider the strengths, weaknesses, opportunities, and constraints discussion and consider what they features and inclusions might improve the Study Area, and what constraints or issues they see as barriers to developing the Study Area. Key discussion points are summarized below:

### Opportunities to Improve the Study Area

- / The Study Area contains strong views to the waterfront
- / Consider including community gardens
- / Consider integration to the new community centre with land uses in the Study Area
- / Consider including coworking spaces for remote workers and wellness centres in the commercial lands
- / The Study Area benefits from proximity to Ottawa, the U.S.A., and other municipalities
- / Ensure community structure and land uses enable outdoor healthy living
- / Ensure the Study Area celebrates history and cultural of the Township
- / Protect the rural character of the Township
- / Collaboration between municipalities will be key to the success of the Study Area
- / Ensure public spaces foster connections between people
- / Ensuring development can be adapted to accommodate additional dwellings (i.e. large enough lot sizes, accessibility standards, etc)
- / Use existing landscaped elements in the area
- / Provide for dog friendly areas

## Constraints or Issues of the Study Area

- / Will need to transition and separation to existing and new industrial areas
- / The Study Area contains no mature trees which may make trails and natural systems harder to accomplish
- / The Study Area does not have direct water access
- / Participants noted noise concerns from Highway 401 and the CN Rail corridor, a buffer may need to be introduced
- / The CN Rail corridor is a physical barrier
- / High speed internet is not yet accessible, ensure infrastructure for internet is provided

## Report Back

Following the Working Session, the Township and consultant team asked participants to report back on their discussions during the session and provided information related to Public Workshop 2: the Community Design Workshop, the next steps of the Study, and information for staying informed on the progress of the Study.



*Presentation for the Visioning Session, November 23, 2022*



*Community Design Workshop Panels and Room Arrangement*

### 3.3 Public Workshop 2 Summary

The following summary highlights the key themes that emerged from Public Workshop 2: the Community Design Workshop. Participants shared feedback on the revised Vision and Guiding Principles for the Study Area and discussed the following materials:

- / Neighbourhood Structure
- / Open Space Structure
- / Mobility Structure
- / Land Use Structure
- / Residential Built Form Precedents
- / Open Space Precedents
- / Streetscape Precedents

Participants shared that they would like to see the following included in the Study Area

- / A broad range of residential built forms to allow new residents options for owning or renting housing
- / Housing which accommodates the changing needs of the community, including an aging population
- / A commercial and industrial area which is well integrated with the Town of Prescott
- / Accommodation for new multi-modal transportation options
- / Providing for a mix of private amenity spaces and public parks network
- / Potential for community focused greenspaces, including community gardens

### 3.4 Public Workshop 2: Community Design Workshop

The following summary highlights the feedback and comments received during Public Workshop 2: the Community Design Workshop. This section provides an overview of the various components of the Workshop and a detailed summary and compilation of the comments and feedback received during the session.

#### Public Workshop 2

The Township and the Consultant Team hosted a Community Design Workshop on November 24, 2022 at the Augusta Fire Hall in Maitland. The Workshop was held between 7:00 PM and 9:00 PM and was attended by one resident, as well as members of Township Council.

The objective of the Community Design Workshop was to provide an update on the feedback received from the Visioning Session held the previous evening while obtaining input and feedback on preliminary structures and precedent examples for the Study Area. As the attendees each were present during the previous session, the consultant team focused the presentation on summarizing what was heard on the vision and guiding principles during the Visioning Workshop. A revised list of opportunities and constraints were presented, as well as a list of priorities for the Study Area. The consultant team provided an introduction and overview of the purpose of the Community Design Working Session following the presentation, as described below.



## Working Session

An hour long discussion period was held following the presentation, where preliminary frameworks of the Study Area and precedent images were shown. Preliminary frameworks included a Neighbourhood, Open Space, Mobility and Land Use Structures, with precedent images showing residential built form typologies, open spaces, and streetscape networks. The purpose of the Community Design Workshop was to obtain input on these frameworks and determine which precedents might be best integrated into the Study Area. The following is a summary of the session and responses.

To introduce the working session, participants were asked to think about strengths, weaknesses, opportunities, and constraints for each of the specific frameworks. Maps of the Study Area were presented overlaying preliminary concepts related to each framework, as well as precedent images for new built forms, open spaces, and streetscapes. The Neighbourhood Structure focused around a core 5 minute walking radius and initial connections through the Study Area. The Mobility Structure depicted existing and potential networks through the Study Area, including arterial, collector, and multi-modal systems. The Open Space Structure identified existing natural heritage features, as well as potential central greenspaces connected by active transportation networks. The Land Use Framework depicted potential areas to accommodate commercial and industrial uses, while contemplating new residential areas and neighbourhood cores.

Residential Built Form typology precedents were provided, depicting a range of residential forms from single detached dwellings through to low-rise apartment buildings. Open Space precedents depicted a range of park and greenspace systems, including urban parks, naturalized areas, and green corridors. Streetscape precedents depicted a range of new street connections to accommodate multi-modal transportation needs, from rural streetscapes through to roadways with multi-modal transportation and landscaped areas. Worksheets were provided to participants to share thoughts and feedback, and facilitate the conversation.

### Neighbourhood Structure

Participants were presented a preliminary Neighbourhood Structure which depicts a community structure premised on a 5 minute walking radius with potential arterial and collector road networks. It was noted that walkability and a central node would be important to the overall neighbourhood structure, however the existing CN rail corridor may be a limiting factor.

### Mobility Structure

Participants were presented a preliminary Mobility Structure depicted existing and potential networks through the Study Area. The structure included both existing transportation networks, proposed arterial and collector roads, and potential active transportation networks. Participants noted the need for prioritizing all modes of transportation and the importance of including sidewalks and dedicated bicycle lanes. Opportunities for green corridors and passive recreation was discussed along County Road 2, the CN Rail corridor, and along Bradleys Creek.

### Open Space Structure

Participants were presented an Open Space Structure which identified existing natural heritage features, as well as potential central greenspaces connected by active transportation networks. Participants noted that the new recreation centre and sports field would play an important role and should be well integrated into this network. Support was given for central community greenspaces, as well as potential for private yards and communal amenity areas, including community gardens. It was also noted that naturalized areas could contribute to stormwater management throughout the Study Area.



## **Land Use Structure**

Participants were presented a Land Use Framework showing potential areas to accommodate new commercial and industrial uses, while contemplating new residential areas with neighbourhood core areas. Participants noted that opportunities for residential land uses may occur in the northern portion of the Study Area, leveraging the natural area surrounding Bradleys Creek. New commercial, industrial, and employment uses could occur in the eastern portion of the Study Area nearest to existing industrial lands in Prescott. The inclusion of medium and small scale retail within the new commercial area, as well as permitting this throughout the residential core area may be important.

## **Built Form Precedents**

Participants were presented a range of residential Built Form typology precedents, depicting several residential forms from single detached dwellings through to low-rise apartment buildings. Participants agreed that a broad range of residential built forms would best serve the needs of the community, including single occupants, families, or aging individuals. The importance of “aging in place” was discussed, where more compact built forms may allow this to occur. Potential for tiny homes was discussed. Rear yard parking and garages was supported by participants, noting that this would contribute to the public realm and streetscape. Specific support for semi-detached dwellings and townhouse dwellings was stated, while apartment dwellings may accommodate an older population. Built form accessibility was highlighted as an important consideration. Finally, different tenures, including owned and rented dwellings, was discussed as an important factor when considering new housing types.

## **Open Space Precedents**

Participants were presented Open Space precedents depicted a range of park and greenspace systems, including urban parks, naturalized areas, and green corridors. Participants noted that plaza and hardscaped open spaces may not be appropriate in the Study Area, favouring naturalized areas, active and passive green corridors, and larger urban parks with active uses. Programming of greenspaces was discussed, including potential for community gardens, planting beds, trails, and integration into active transportation corridors.

## **Streetscape Precedents**

Participants were presented Streetscape precedents depicting a range of new street typologies. Participants noted that a need to accommodate multi-modal transportation, including pedestrians, cycling, and vehicles was important. Dedicated sidewalks and bicycle lanes should be incorporated into the streetscapes. Landscaped and green corridors could complement the new street and transportation network.



*Panels and Breakout Tables for the Community Design Workshop, November 24, 2022*



*Community Design Workshop Breakout Session*

## 3.5 Stakeholder Engagement Summary

Stakeholder Engagement Sessions were held over a period of two days with Property Owners, Developers, and Township Staff with other Public Agencies. First Nations and other Community Groups were invited to a Stakeholder Engagement Session, however no responses have been received to the invitations to date. This section provides an overview of the various components of the Study presented to each Stakeholder Group, and provides a summary of the key themes, comments, and feedback that emerged from the sessions.

## Property Owner Session

The Township and the Consultant Team hosted a focused Stakeholder Engagement Session with the Study Area's property owners on November 23, 2022 at the Augusta Fire Hall in Maitland. The Session was held between 1:30 PM and 2:30 PM and was attended by seven (7) property owners.

The objective of this Stakeholder Session was to provide an overview of the study, including an overview of background information, the planning framework and existing conditions, opportunities and constraints, draft vision and guiding principles for the Study Area, leading into a question and answer period. The consultant team briefly presented the materials, with the later portion of the session focused on group discussion. During the discussion period, several property owners discussed the existing conditions as agricultural lands and overall topography and geology of the Study Area. This discussion lead into comments relative to stormwater management and servicing and the need to consider these factors when conducting the Study. Questions were raised relative to future ownership and servicing of the lands, which Township Staff and the Consultant team noted that the municipality does not seek to expropriate or acquire the lands, nor is there an obligation for existing dwellings to connect to extended services. Property owners further noted that development near the CN rail corridor will need to consider noise and vibration impacts on new dwellings. Finally, property owners questioned when development would begin, to which Township Staff did not provide a concrete timeline, however noted that the framework plans for longer term timelines of development.

## Developer Session

The Township and the Consultant Team hosted a focused Stakeholder Engagement Session with developers and industry representatives in the community on November 23, 2022 at the Augusta Fire Hall in Maitland. The Session was held between 3:00PM and 4:00PM and was attended by one (1) developer.

The objective of this Stakeholder Session was to provide an overview of the project, including background work completed to date, the planning framework and existing conditions, the draft vision and guiding principles for the Study Area, while also obtaining input on the potential land use, public realm, mobility, and built form frameworks for Study Area. As the session was attended by one stakeholder, the consultant team held a conversational meeting with the individual on the potential development of the lands, potential servicing strategy and mobility networks, and discussed opportunities and constraints of the Study Area. The developer explained their experience in developing stacked townhouse rentals in the southeastern portion of the Study Area, and noted that demand was high for this type of built form as occupancy had been secured prior to construction being completed. The developer provided feedback on the existing conditions of the Study Area, including discussions related to the topography and views which may be leveraged as potential opportunities. The developer expressed an interest in higher density development, including traditional and stacked townhouses, as well as low-rise apartment dwellings, subject to servicing. Finally, the developer expressed interest in collaboration with land owners and the municipality in developing the lands in the future.

## Township Staff & Agency Session

The Township and the Consultant Team hosted a Stakeholder Engagement Session with members Township Staff from Augusta and other municipalities, along with other Agencies on November 24, 2022 at the Augusta Fire Hall in Maitland. The Session was held between 1:00PM and 3:00PM and was attended by 13 people representing the Township of Augusta, Town of Prescott, United Counties of Leeds and Grenville, South Nation Conservation Authority, Ministry of Transportation, and fire and police services for the community.

The objective of this Stakeholder Session was to provide an overview of the project, including background work completed to date, the planning framework and existing conditions, the draft vision and guiding principles for the Study Area, while also obtaining input on the potential land use, public realm, mobility, and built form frameworks for Study Area. Key discussion points from this Stakeholder Engagement Session include the following:

### On Community Structure and Land Use:

- / Discussion on land use opportunities relative to the new recreation centre and sports fields
- / Note that the new water tower will be located at Sophia Street and Churchill Avenue
- / Locating the new commercial / industrial lands to buffer the CN rail corridor
- / Location of new commercial in the north could compliment potential Aquaworld development
- / There is a demand for small to medium commercial and industrial uses, and consideration should be given to the expansion needs of existing industrial uses
- / There is demand for commercial and industrial properties with 1,000 to 3,000 square feet of space. Nine out of ten inquiries are for small to medium spaces
- / Commercial properties in Prescott are at a 13% vacancy rate, with a few properties in transition or under renovation
- / Opportunities for more neighbourhood clusters to serve community, with some neighbourhood commercial (convenience, etc) to be integrated
- / A phased approach for developing the lands was suggested



#### On the Mobility Network and Greenspaces:

- / Potential for new road connections east from Sophia Street to Prescott
- / Consideration should be given to broader transportation plans, such as future interchanges and integration of a new road network into the existing network.
- / Potential addition of bicycle lanes along County Road 2 through to the Edward Street Bridge
- / It was noted that Highway 401 will be widening from six to eight lanes and replacement of the bridge at Blue Church Road (outside of Study Area)
- / Clarification was provided that the Intake Protection Zone (IPZ) is not a major constraint on development
- / New greenspaces could present stormwater management opportunities
- / Connections and views to the waterfront should be explored where possible
- / Demand for natural trails and greenspaces was identified, and the Study should seek to provide more pedestrian and multi-use trails
- / Suggestion for the CN rail corridor and/or IPZ area to be used as a passive recreation area, trail system, or pedestrian/cycling corridor, with opportunities to connect the multi-use pathway from Sophia Street
- / Suggestion to explore potential pedestrian / cycling tunnel under the CN rail corridor

#### On new Built Forms:

- / Suggestion to look at Bradleys Creek and Development Drive as a mix of commercial and residential precedent
- / Suggestion to look at the low-rise apartment at 171 King Street West for how parking and the residential development interact
- / The 1000 Islands Mall redevelopment in Brockville may be a precedent for new commercial development
- / It was suggested that higher density uses could buffer the CN rail corridor
- / Higher density development could mean a greater investment in the community

The Consultant team was suggested to further review the following documents and materials, to be provided by Township Staff and Agencies:

- / United Counties of Leeds and Grenville Active Transportation Plan
- / Prescott's Bike Friendly Plan
- / Review the GIS and topography data for Prescott and the Study Area

Following the Stakeholder Engagement Session, a planner from the United Counties of Leeds and Grenville cautioned that the preliminary land use and built form frameworks informing the implementation of a policies via a local Official Plan Amendment would require an amendment to the Counties Official Plan from a "Rural Settlement Area" to an "Urban Settlement Area", and any re-designation of or expansion to the settlement area boundaries may be required at the time of comprehensive Counties review (anticipated in 2026).

## 4.0 Vision & Objectives

A Vision, Guiding Principles, Opportunities, and Constraints were developed based on information and insight provided by Township staff, site analysis, and a review of existing policies, reports, and assessments. Each of these were presented to the community, stakeholders, and agencies during the working sessions and engagement meetings and were generally well received, with feedback provided through discussion during each of the sessions. Where new and additional feedback was received, it has been incorporated into the revised statements below.

Below are the final Vision Statement, Guiding Principles, Opportunities, and Constraints developed during the Study, which will help to guide the policy framework, guidelines, and community concepts for the Land Use Strategy Area.

### 4.1 Vision

The Augusta Land Use Strategy Area will provide a range of new residential, commercial, and employment uses, a mix of housing types, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of residential built forms, employment opportunities, open spaces, connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.

### 4.2 Guiding Principles

- / Ensure land use patterns accommodate a sustainable balanced mix of new residential built forms and densities
- / Provide for new employment and commercial opportunities which complement and support the community
- / Design a well connected and integrated community that supports open spaces, active transportation, and walkability
- / Provide for integrated, improved, and cost efficient infrastructure to best serve the community
- / Protect, enhance, and promote the natural environment and establish a network of open spaces

## 4.3 Opportunities

- / Lands are designated Settlement Area, which presently supports a limited amount of new growth and development and may accommodate more significant growth into the future
- / The Land Use Strategy Area represents a natural residential growth pattern and continuation of uses from the Town of Prescott
- / Opportunity for municipalities (United Counties of Leeds and Grenville, Township of Augusta, Town of Prescott) to collaborate and balance existing and future needs of each community and the region as a whole
- / New housing forms, including multi-family housing, seniors housing, and affordable / attainable housing can be planned for in the Land Use Strategy Area
- / Close proximity to existing Town of Prescott, municipal services, the new community centre, and existing infrastructure
- / Existing street network can connect to Prescott Downtown Core and provide for a balance of mobility and connectivity options which support multi-modal transportation
- / The location of the Land Use Strategy Area may act as a “gateway community” to other places, with natural features (views from ridgelines to the waterfront, Bradley’s Creek, etc) which can be leveraged in the new community
- / Celebration of rural character, rural community pride, Township history and culture, and location in a rural setting along the St. Lawrence River

## 4.4 Constraints

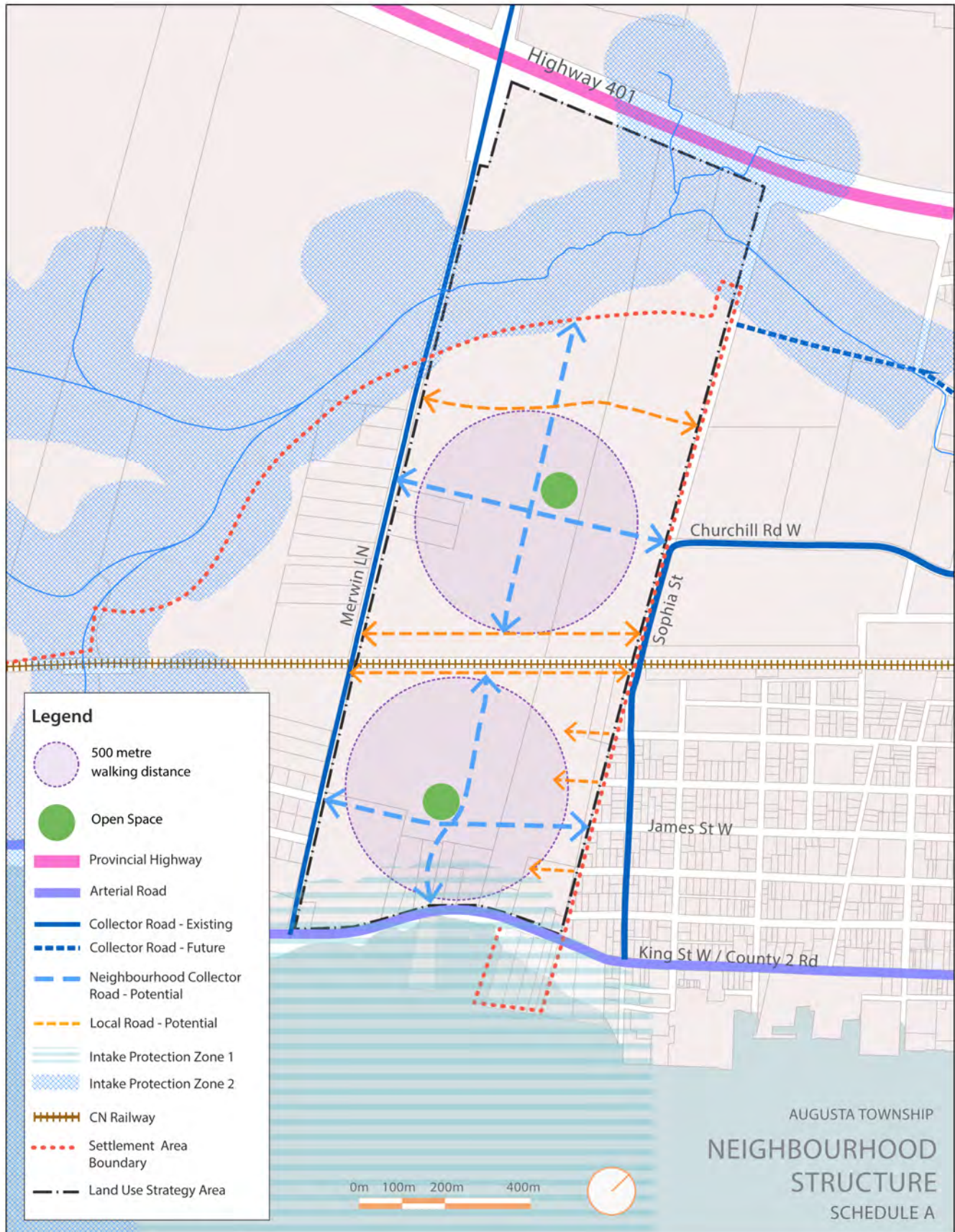
- / No existing services or utilities (including high speed internet) to support growth and development, and providing these will require a collaborative approach
- / The CN railway corridor as a physical barrier which restricts neighbourhood connectivity opportunities and which may cause noise and vibration disturbances
- / Land use compatibility in proximity to Highway 401, the CN railway corridor and existing and future industrial uses
- / Intake Protection Zone 1 (IPZ1) is located the southern edge of the Study Area, Intake Protection Zone (IPZ2) is located along Bradleys Creek
- / Lack of nearby community amenities in Prescott
- / Lack of existing public trails, mature trees, greenspaces, and waterfront access

## 5.0 The Framework

### 5.1 Neighbourhood Structure (Schedule A)

The Neighbourhood Structure is a key framework that defines hierarchy and informs the development of the Augusta Land Use Strategy Area. The Neighbourhood Structure is based on the overall vision and guiding principles with the intention of complementing existing land uses in the Town of Prescott by extending these uses, building on the existing street and active transportation networks, and identifying natural features with opportunities for new open spaces. New employment land uses are situated in a manner which complements existing uses in the Town of Prescott, with visibility from Highway 401, while new residential areas are planned as five minute walkable neighbourhoods.







The Neighborhood Structure is demonstrated in Schedule A. The objectives of the Neighbourhood Structure are to:

- a. Plan for new residential and employment uses within compact built forms and densities that are designed within density ranges described within this Plan.
- b. Provide an open space network of integrated and connected public spaces, including existing natural features, new community parks and parkettes, publicly accessible private spaces, multi-use trails, mid-block connections, and other spaces.
- c. Provide for a well-integrated transportation network and active streetscapes which ensure new uses can be accessed via various modes of transportation, including via cycling and walking.
- d. Promote partnership between municipalities through the coordination of shared infrastructure by complementing existing uses and extending the street network and municipal servicing from the Town of Prescott into the Augusta Land Use Strategy Area.
- e. Ensure compatibility of scale and built form to further complement the character and predominant land uses of the Land Use Strategy Area.
- f. Ensure that new built forms and public spaces complement the surrounding context and properly transition to the existing residential and employment uses.
- g. Promote sustainability throughout the built and natural environment which ensures efficient use of energy, land and services.

A range of open space systems, street typologies, and built form tenures and densities are considered for the Augusta Land Use Strategy Area based on the more urban context of Prescott. These structures will support the vision and guiding principles for the Augusta Land Use Strategy Area. As a broader objective, the scale of development for the area is envisioned to deliver on the following vision of the Official Plan:

*“Augusta Township will manage land use to ensure a balanced, sustainable environment and communities which provide a sense of place respectful of Augusta’s unique historical, cultural and natural heritage where citizens can enjoy an unparalleled quality of life.”*

More detailed structures contemplated for the Land Use Strategy Area are as follows:

/ **Open Space Structure (Schedule A1)**

A key component of what makes for the character of a community is comprised by the community’s public realm network of streets, parkland, and open spaces. The vision for the Augusta Land Use Strategy Area is to ensure streets and parkland from a contiguous public realm system that is comfortable and safe to all ages and abilities while it connect and extends into Prescott as a natural extension of the Town.

/ **Mobility Structure (Schedule A2)**

The Mobility Structure is envisioned to further compliment the street and block pattern present in Prescott as a natural extension of the Town.

/ **Land Use Structure (Schedule A3)**

As an area complementing Prescott, the Land Use Structure envisions a range of housing types and densities which will conform to built form policies, directed by guidelines aimed at matters of scale, siting and massing. While character is defined by a combined public and private realm environment, the Land Use Structure gives special consideration to best practices, design solutions, and performance standards which ensure the Land Use Strategy Area is reflective of Prescott’s existing character while providing a high quality of development.

Each Structure includes a series of policies and guidelines, developed based best practices in land use planning and urban design, and heavily informed by the background review and community engagement sessions conducted through this Land Use Strategy process.

## 5.2 Servicing Strategy

It is not the intention for the Land Use Strategy Area lands to be developed on private or communal servicing, as described in the current Augusta Official Plan. The Neighbourhood, Mobility, Open Space, and Land Use Structures have been prepared with the understanding that the Land Use Strategy Area will be serviced by an extension to municipal transportation systems, such as roads and multi-modal transportation routes, as well as municipal water, wastewater, storm, sewer, and hydro services. These services are to be provided in partnership between Augusta Township and the Town of Prescott, and applies to both Phase I and Phase II, as discussed in the Implementation section of this report.

A servicing agreement is being developed which will provide details of extending road networks and servicing into the Land Use Strategy Area. At the time of writing this report, it has been confirmed that the Prescott Water Treatment Plant has sufficient capacity to service properties within Augusta without an expansion. However, the Prescott Water Pollution Control Plant will require expansion in order to support new growth within Augusta.

Although it the intention for servicing to be extended west from Prescott into the Land Use Strategy Area Lands, existing properties within the Area should not be precluded from installing, utilizing, and maintaining private services. Property owners may be offered to connect to services at the time of their extension, however they will maintain the right to accept or refuse. The benefits of opting into servicing at time of extension may be cost savings and efficiencies, however should a property owner not wish to connect to services at time of extensions, a future connection would need to be undertaken at their own cost. A servicing policy can be drafted to reflect the interim condition of existing properties, however over time it is the intention for the entire Area to be fully serviced by the municipality.

The overall development of the Land Use Strategy Structures, as well as the recommended phasing strategy are to be predicated on servicing agreements developed by the municipalities.

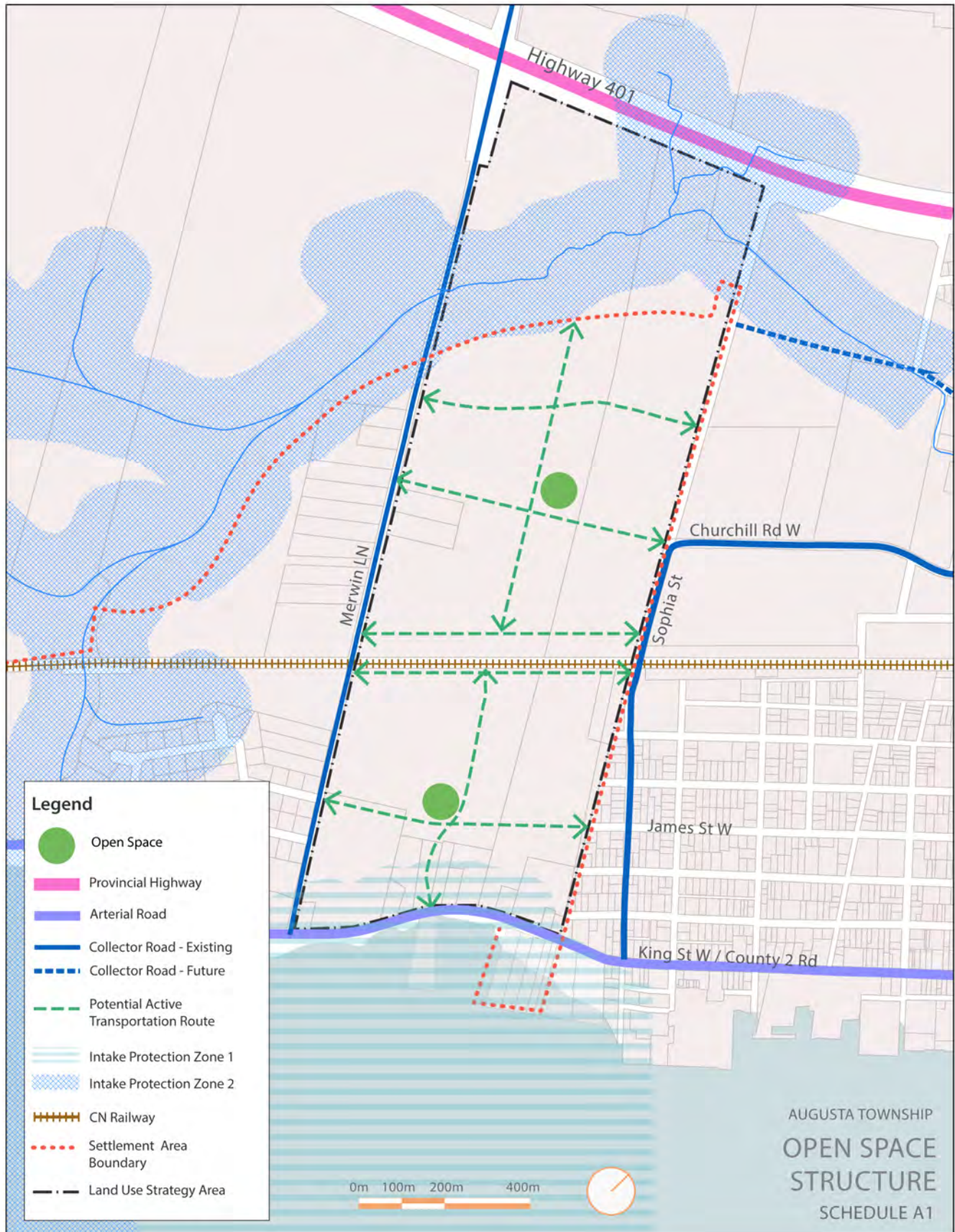
## 5.3 Open Space Structure (Schedule A1)

The Open Space Structure for the Augusta Land Use Strategy Area is described on Schedule A1. This structure provides opportunities for new residents and visitors to live, work, and play, identifying and building upon existing natural features within the Land Use Strategy Area while ensuring opportunities for new, centrally located open spaces within the Land Use Strategy Area. New open spaces may include community parks, parkettes, publicly accessible private spaces, multi-use trails, mid-block connections, green active transportation corridors, and other spaces which are well integrated throughout the Land Use Strategy Area. The Open Space Structure may also contribute to the overall stormwater management strategy for the Augusta Land Use Strategy Area.

The hierarchy of new open spaces to be considered in the Land Use Strategy Area include:

- / **Neighbourhood Parks:** Neighbourhood Parks are larger-scale open spaces which are to be located central to new residential areas. These spaces are generally greater than 1.0 hectares but not larger than 2.5 hectares in size and may be programmed to include a broad range of passive and active recreational uses to serve the local neighbourhood. Neighbourhood Parks are intended to be centrally located within a 5 minute walking shed or a 500 metre walking radius to the majority of the neighbourhood.
- / **Parkettes:** Parkettes are medium-sized open spaces which may be dispersed through new residential areas and coordinated amongst the broader open space structure. These spaces are typically 0.4 hectares to 1.0 hectares in size and are intended to accommodate for passive and modest active recreational uses and serve new residents within a 100 to 250 metre walking shed.
- / **POPS:** Privately Owned Publicly Accessible Spaces (POPS) are spaces which may be provided as part of new employment or residential development, intended to serve the development while remaining accessible to the general public. These spaces may vary in size and programming, dependent on identified needs of the community.
- / **Green Connections:** The Open Space Structure should be well connected by a number of active, green connections, including multi-use trails, mid-block connections, and active transportation corridors, including cycling and walking paths.
- / **Existing Natural Features:** Existing natural features, including but not limited to watercourses, mature trees, and topographical features should be identified and integrated as elements of the open space system.





### 5.3.1 Open Space Policies

Policies for the Open Space Structure include:

1. Existing natural open space systems and natural features should be maintained and enhanced. This may include natural areas associated with Bradley's Creek to the north and other natural features throughout the Land Use Strategy Area.
2. New green connections should be considered within existing natural areas, providing connections to new open spaces and active transportation networks. Development, infrastructure, and alterations which may be considered within or adjacent to existing natural open space systems include:
  - a. Stormwater management facilities; and,
  - b. Parks and recreational trails.
3. Opportunities for open space enhancements shall be considered in the future design of street networks, active transportation networks, trails and other connections.
4. New, central open spaces shall be provided within each residential area in association with redevelopment of areas identified in Schedule A1. The Township may secure parkland dedication in accordance with the provisions of the Planning Act.
5. Each neighbourhood requiring future public open space, such as a neighbourhood park and/or parkette, is identified in Schedule A1. Where the neighbourhood contains more than one property owner, the provision of new open space should be coordinated between property owners. A cost-sharing agreement may be considered between all property owners within that neighbourhood to ensure a central open space and well integrated open space systems are provided.
6. Smaller open spaces, including privately owned public spaces (POPS), multi-use trails, mid-block connections, and other spaces shall be encouraged for in the Land Use Strategy Area to ensure a well-connected, functional, and accessible community.
7. Connectivity between open spaces and existing natural heritage features should be maintained and enhanced, with future connections provided to link open spaces to the broader community and Town of Prescott.
8. Open Spaces shall be designed to be safe and universally accessible for all users, at all times of the day.



### 5.3.2 Open Space Guidelines

Guidelines in achieving the policies set out above related to the Open Space structure include:

1. New open spaces will serve as a focal point of the community and the broader open space system, connected through neighbourhood parks, parkettes, POPS, mid-block connections, trails and walkways.
2. New open spaces shall have direct frontage onto publicly accessible streets to ensure public accessibility, visibility, and safety.
3. Existing mature trees and vegetation should be incorporated into new open space plans and/or active transportation corridors, where possible.
4. Open spaces should be programmed with public uses and facilities, which may vary based on their location, size, and context.
5. Open spaces should permit clear views and wayfinding into the park or open space. Signage should be provided and placed in visible locations.
6. Pedestrian scaled lighting should be provided along all paths and in key locations to enhance public safety.
7. Utilities, servicing, and private accesses should be located away from new open spaces and screened from view.
8. The existing topography and potential views associated with elevation changes should be considered when determining the location of new open spaces to enhance sightlines to the St Lawrence River.
9. Stormwater management facilities and infrastructure may be considered and provided for in new open spaces.

## 5.4 Mobility Structure (Schedule A2)

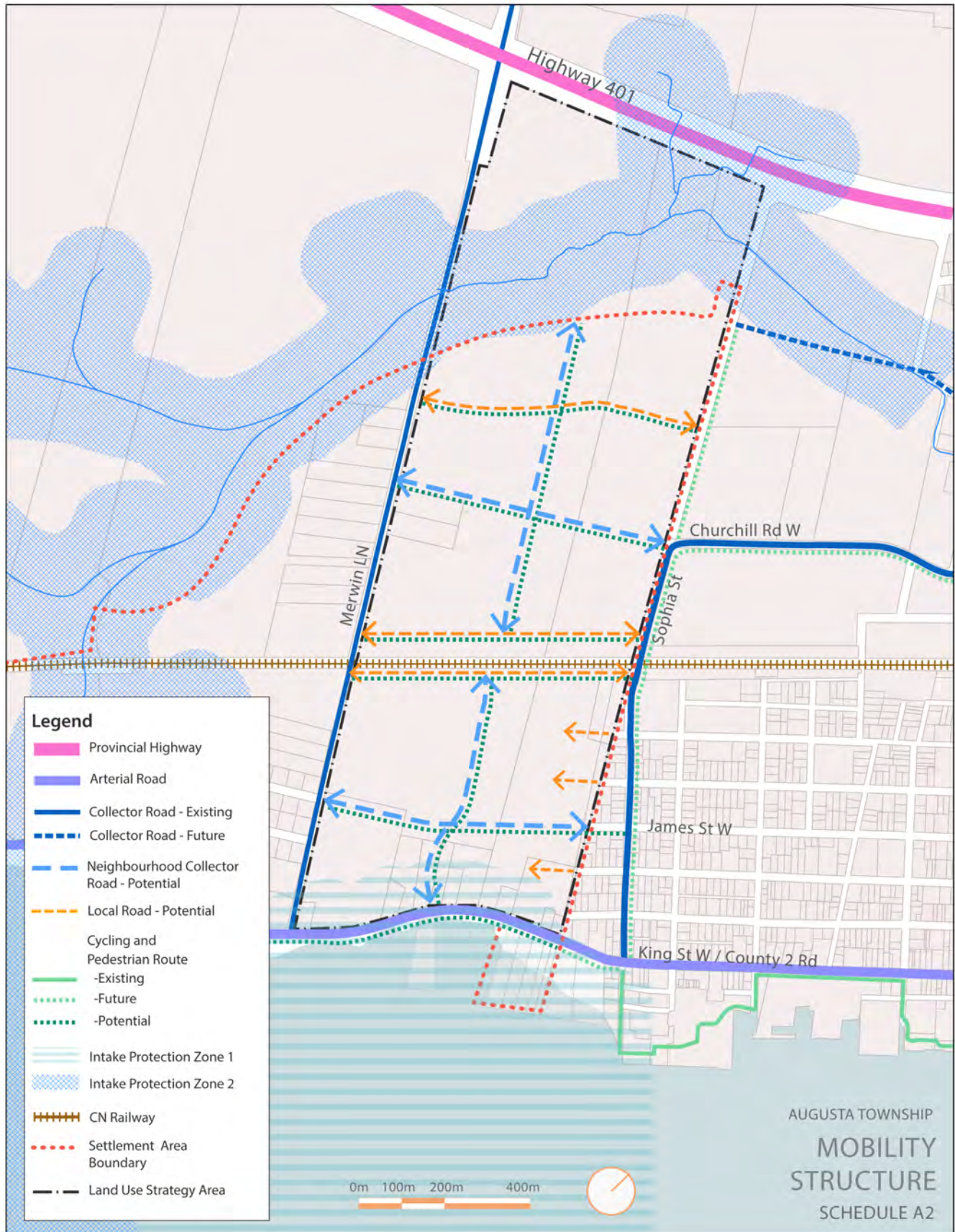
The Mobility Structure will ensure the provision of complete streets that are well integrated into the existing network and safe for all users. The Mobility Structure will help accommodate various modes of transportation, including active transportation such as cycling and pedestrians, and contribute to a well-connected transportation network. The Mobility Structure is described on Schedule A2, and identifies the existing transportation network within the Township of Augusta and Town of Prescott, as well as potential multi-modal systems to be provided within the Land Use Strategy Area, which includes:

### Existing Augusta Transportation Network

- / Highway 401 – Highway 401 frames the northern boundary of the Augusta Land Use Strategy Area and is the primary regional connection.
- / County Roads– County Road 2 is identified as a County Road in the Augusta Official Plan, with a right of way (ROW) width of 26 metres.
- / Municipal Roads – Merwin Lane is identified as a Municipal (Local) Road in the Augusta Official Plan, with a ROW width of 20 metres.
- / Rail Corridor - An active CN rail corridor is located central to the Augusta Land Use Strategy Area oriented in an east-west direction

### Future Transportation Networks

- / Arterial Roads – County Road 2 is identified as an Arterial Road (with a ROW width of 30 metres) in the Prescott Official Plan. County Roads have the capacity to carry large traffic volumes, which link two or more communities or which function as an integral part of the provincial transportation network through linkages to Provincial Highways.
- / Collectors Roads – Sophia Street (south of Churchill Road West) is identified as a Collector Road in the Prescott Official Plan. Collectors roadways are comprised of two (2) lanes and are designed to collect and distribute traffic at relatively low operating speeds to and from local roads and arterial roads. Collector Roads have a design ROW width of 25 metres . Future planned Collector Roads are identified in the Town of Prescott outside of the Augusta Land Use Strategy Area.
- / Neighbourhood Collector Road – Potential Neighbourhood Collector Roads are identified in the Augusta Land Use Strategy Area. Minor Collectors roadways are comprised of two (2) lanes and are designed to collect and distribute traffic at relatively low operating speeds between collector roads and local roads designed with a ROW width of 22 metres maximum.
- / Local Roads – Many of the east-west roads which terminate at the eastern Augusta Land Use Strategy Area boundary between County Road 2 and the CN Rail Corridor as Local Roads. Local roads consist of streets maintained on a year round basis and shall generally have a minimum ROW width of 20 metres.
- / Pedestrian and Cycling Routes – The Prescott Official Plan identifies a future pedestrian and cycling route to be located along Sophia Street. The routes provide the ability to access various neighbourhoods, parks and open space, and civic facilities via active transportation modes. Such routes may either be shared with streets by means of a bicycle lane and sidewalk, or may be comprised of dedicated lane, path, or trail ROWs.



### 5.4.1 Mobility Policies

It is the objective of the Augusta Land Use Strategy to ensure a well-integrated, safe, and accessible Mobility Structure that will accommodate a variety of transportation options, including vehicles, bicycles, and pedestrians.

Policies for the Mobility Structure include:

1. The Mobility Structure shall provide for a well-connected and integrated network of streets, pathways, and trails that enhance connectivity and accommodate various modes of active transportation.
2. The Mobility Structure shall be planned to provide direct connections to the existing street and active transportation network in the Town of Prescott and Township of Augusta, with future streets, pathways, and trails extending through the Land Use Strategy Area.
3. The future extension of the future Industrial Road Collector Road extension (within the Town of Prescott) westwards into the Land Use Strategy Area shall be further studied through a transportation infrastructure update. The final alignment of this future Collector Road extension may result in revisions to the Commercial land use designation, which may be addressed through an update or amendment to this Land Use Strategy.
4. A northern extension of the existing Sophia Street Collector Road to connect to the future Industrial Road Collector Road extension should be advanced as part of a future transportation infrastructure update.
5. New developments that are adjacent to existing street networks shall pursue opportunities to integrate with or connect to existing streets.
6. A grid-oriented street network shall be encouraged as a means of distributing vehicular traffic efficiently and providing more direct and accessible routes for pedestrians and cyclists.
7. A mix of lot frontages within pedestrian oriented, walkable street blocks will be encouraged. Long blocks will be discouraged.
8. The Arterial, Collector, and Neighbourhood Collector road network shall provide for dedicated active transportation infrastructure, including cycling lanes and pedestrian sidewalks.
9. Local Roads shall be planned and designed to accommodate for on-road, active transportation infrastructure within the ROW, with dedicated pedestrian sidewalks on both sides of the street.
10. A network of cycling routes and multi-use trails will be provided through the Land Use Strategy Area and to the surrounding context.
11. Dedicated trails and multi-use pathways shall be well integrated into the existing and planned system, providing connections between natural features, parks, open spaces, and land uses in a safe, comfortable and accessible manner.
12. Opportunities for active transportation networks within natural features or along the CN rail corridor shall be considered.
13. Landscaping strategies should be incorporated into the street and active transportation network, where new street trees and a combination of local ground cover are integral components of the complete street network.
14. Traffic calming measures and pedestrian crossing shall be considered at key intersections of Collector and Local roads, intersections of trails and multi-use pathways, and where open spaces are provided.



## 5.4.2 Mobility Guidelines

Guidelines in achieving the policies set out above related to the Mobility Structure include:

1. To maximize connections for both vehicular and active transportation modes, new streets should be based on a grid pattern that is modified in response to natural heritage systems, environmental constraints, built heritage or existing street conditions.
2. Block lengths should generally range between 60 to 100 metres to promote walkability.
3. Blocks longer than 100 metres may be considered on an individual basis where other block alternatives are not feasible. In such cases, publicly accessible pedestrian mid-block walkaways with a minimum width of 6 metres should be provided to facilitate pedestrian circulation and access.
4. The use of cul-de-sacs is discouraged, except where necessary due to grading and topography or at view terminus sites. Where cul-de-sacs are used a pedestrian and/or cycling through-connection should be provided to promote active transportation.
5. The future upgrade of Arterial and Collector road infrastructure shall provide centre medians with dedicated turning lanes, where appropriate.
6. Universally accessible sidewalks will be provided on both sides of all streets located internal to the community, with a minimum width 1.5 metres.
7. The Land Use Strategy Area shall be designed to ensure that residents are generally located within a 500 metre radius (approximately a five minute walk) to an open space, connected via active transportation system.
8. Landscaping and green elements, including landscaped centre medians, planted boulevards, and new street trees, should be considered when developing the street network.
9. Traffic calming measures should be coordinated with pedestrian crossings and other elements of the active transportation network.
10. New street lights should be incorporated along all new street networks.
11. Multi-use trails and active transportation connections should be considered on higher order street networks, including new Arterial, Collector, and Neighbourhood Collector roads.
12. Pedestrian and cycling routes should be well-integrated and connected to future routes along Sophia Street and within the Town of Prescott.
13. A pedestrian and cycling multi use facility should be considered along the existing CN Rail Corridor. The multi-use trail is intended to improve connectivity between the Town of Prescott and Merwin Lane, and may be accommodated within any required setbacks from the rail corridor.
14. Access to cycling routes should be clear and unobstructed. Where cycling routes intersect major intersections, route signage should be provided.

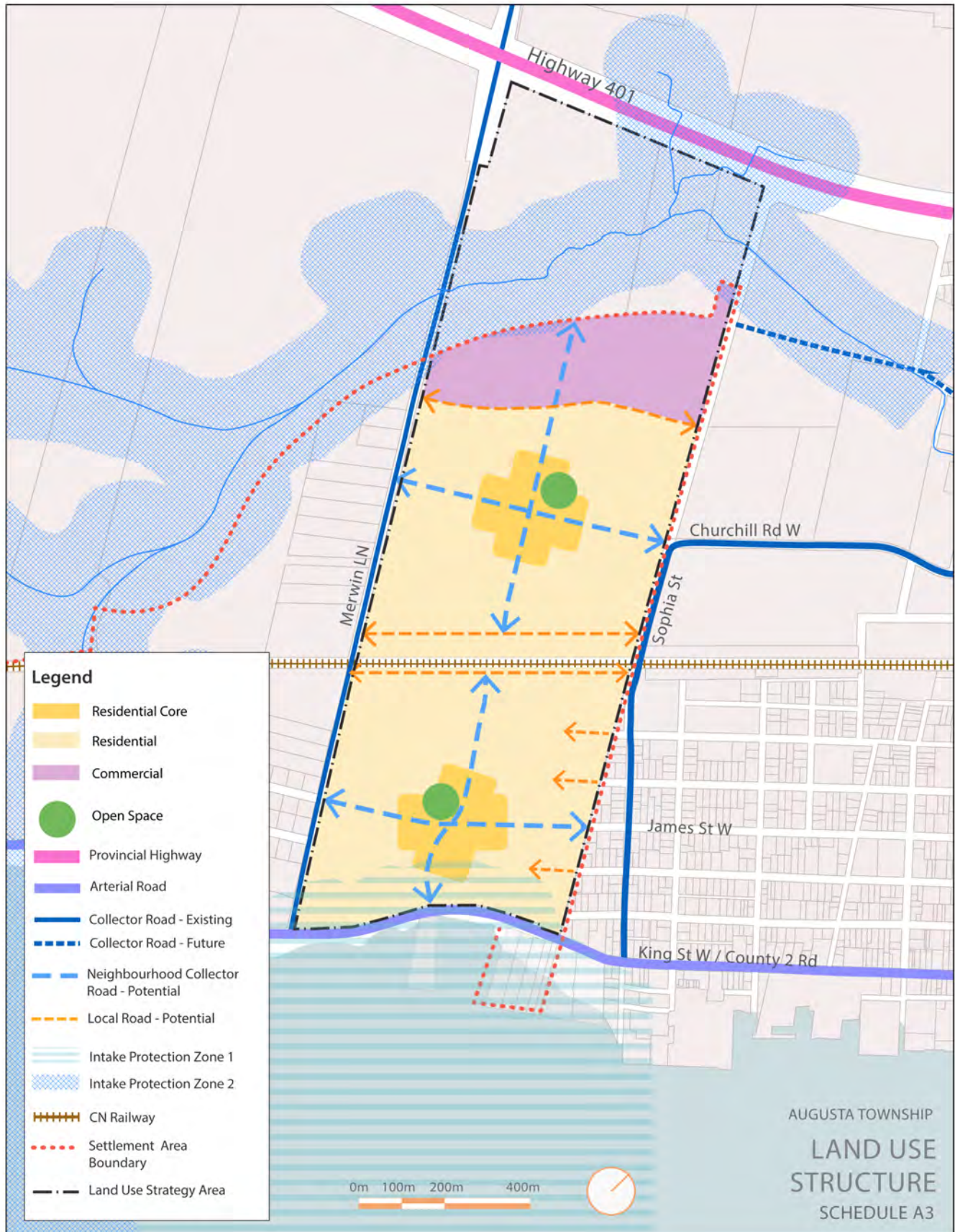


## 5.5 Land Use Structure (Schedule A3)

The land use structures envisions the Land Use Strategy Area developing with new commercial and residential uses. Commercial land uses are intended to include new light industrial, commercial, office, and retail uses which complement these existing uses in Prescott and Augusta, and support new residential uses in the Land Use Strategy Area. The Commercial Area is located in the north of the Land Use Strategy Area, and described on Schedule A3.

The residential areas within the Land Use Strategy Area, as described on Schedule A3, were developed based on the vision and guiding principles for the area, to be provided as completed communities. Residential core areas are located central to the two residential areas, which are envisioned as complete communities which are walkable and supportive of active transportation. These residential uses are intended to complement existing neighbourhoods in Prescott and Riverview Heights community while providing new housing options and dwelling types at a range of densities in Augusta.

The residential area is planned low to medium density, while Residential Core area can accommodate medium to higher density residential built forms. Opportunities for small scale commercial and retail which serve the surrounding neighbourhoods may be explored in the residential core areas, where appropriate. New residential dwelling types include single-detached dwellings, semi-detached dwellings, duplexes, triplexes, townhouses (including traditional, stacked, and back-to-back), and low-rise apartment dwellings. These typologies are intended to be provided in accordance with densities envisioned for the area which range from low density (average 20 units / hectare), to medium at (average 35 units / hectare) to high at (average 60 units / hectare), in accordance with densities described within the Prescott Official Plan.



### 5.5.1 Commercial / Light Industrial Land Use Policies

Policies for the Commercial / Light Industrial Land Use Structure include:

1. The Commercial Area is intended to provide for commercial, light industrial, and other non-residential uses which address the needs of the community and complement existing uses in the surrounding area.
2. Primary permitted uses for the Commercial Area include, but are not limited to new retail uses, personal service uses, offices, medical offices or clinics, breweries, and restaurants.
3. Service Commercial uses are encouraged in the Commercial Area to support nearby existing and future residential areas, and may include uses which serve the surrounding community, including uses such as convenience retail, recreational, health and fitness uses, personal services, banks, service stations, and/or gas bars.
4. Light Industrial uses are permitted in accordance with policies for Light Industrial below.
5. Uses within the Commercial Area shall provide jobs for and serve residents of Prescott and Augusta, and complement new residential uses planned for the Augusta Land Use Strategy Area.
6. The lot size and shape for uses in the Commercial Area should be appropriate to allow the use and all related accessory uses, adequate ingress and egress, as well as buffering such as fencing, landscaping, and distance separation.
7. Large scale or extensive areas of open storage of goods or materials shall be discouraged.
8. New buildings and primary entrances should be oriented towards the street and/or the public realm, such as a public park. Smaller scale, service commercial uses are recommended to locate along the street.
9. Required parking should be located away from the public realm, within the side yard or rear yard, where possible.

### 5.5.1.1 Light Industrial Policies

Light Industrial uses are those of commercial and employment activity which are less impactful and provide a broader range of non-residential uses than heavy Industrial areas. Light industrial uses permitted in the Commercial Area are should generally located within enclosed buildings with limited outdoor storage and do not produce levels of noise, dust or odours characteristic of general industrial uses which can be detected off-site.

Where light industrial uses are proposed, the following policies shall apply:

1. Light industrial uses should be limited to the range of uses should be limited to uses which are less likely to cause significant off-site impacts, such as:
  - a. light manufacturing, warehousing, distribution and storage;
  - b. automotive and heavy equipment sales and service;
  - c. trades, such as carpenters, plumbers, electricians and heating, ventilation and air conditioning; and,
  - d. office uses.
2. Light Industrial uses shall be restricted to uses that do not:
  - a. require large quantities of water;
  - b. pose problems for the disposal of wastes; or,
  - c. create nuisance from smoke, dust, noise or similar obnoxious features
3. Light industrial uses shall be compatible with surrounding uses, both existing and proposed, particularly with regard to appearance, traffic generation potential, noise and any other potential nuisance features. Adequate separation distance between light industrial uses and other sensitive land uses is recommende d.

### 5.5.2 Commercial Built Form Guidelines

Guidelines in achieving the policies set out above related to the Commercial / Light Industrial Land Use Structure include:

1. The primary entrances to new employment uses should be oriented towards the street and public realm
2. Where the primary entrance cannot be oriented to the street, transparent and active uses should wrap around the corner of the building to the primary entrance.
3. All facades should be treated similarly with equal attention to details on primary and secondary facades.
4. Retail uses may be stand-alone or incorporated into a larger development block of up-to 2-3 businesses, side-by-side.
5. Retail uses accessory to new commercial and light industrial uses should be considered, located along the primary frontage of new buildings
6. Larger buildings should be visually delineated through vertical features and details to give the appearance of smaller individual storefronts and uses.
7. Front facades should be well articulated with a variation in massing, colour, and materials.
8. The proposed building design should provide a high degree of architecture excellence and respond to the character of the surrounding context.
9. The visual appearance of the property should be enhanced through landscaping.
10. All exterior lighting should be oriented away from residential properties and adjoining streets.
11. Safe pedestrian access and circulation shall be provided on-site.
12. Parking should be located internal to the site, in the side or rear yards where possible, away from the public realm.
13. Vehicle accesses should be located away from open spaces, active transportation networks, trails, pedestrian walkways, and intersections
14. On-site or adjacent surface parking, loading, and service areas should be screened from the public realm by increased setbacks, fencing, landscaping and/or planting treatments, wherever possible
15. Parking areas should utilize permeable paving and other best practices to minimize stormwater run-off, where possible.
16. Utilities should be integrated into the design of new buildings.
17. Utility and service elements (hydro meters, gas meters, telephone boxes, hydro boxes) should be located away from the public realm in the interior or rear side yard.
18. Utilities should be properly screened architecturally or with landscaping, or placed in an unobtrusive location, wherever possible.



19. Where utilities cannot be properly screened, they should be coordinated as much as possible and located in areas where their visual impact can be minimized.
20. Exterior garbage and recycling areas should be contained with a garbage enclosure and should be closed at all times.
21. Garbage enclosures should be designed with high-quality materials and should be screened or generally reflect the character and materiality of the primary building.

### 5.5.3 Residential Land Use Policies

It is the objective of the Augusta Land Use Strategy Area to ensure that a broad range of residential built forms, types and tenures are provided, and that new development provides high-quality architectural design which is complementary to the existing rural character of Augusta and new open spaces, public realm, and street network.

Policies for the Residential Land Use Structure include:

1. A variety of built form typologies and architectural styles shall be provided to create distinctive character and to accommodate a wide range of housing types and tenures, in accordance with the policies below.
2. A broad range of residential built forms and tenures will be provided to support for a variety of age groups and households, including but not limited to individual households, families with children, and seniors.
3. The residential area should allow for an adequate range of affordable housing options to be provided. New development shall seek opportunities to provide affordable housing options, where possible, particularly within higher density and multi-unit residential built forms.
4. Approximately 60% of residential development shall consist of low density residential built forms, including single detached, semi-detached, duplex, tri-plex, and other residential dwellings with an average density of 20 units / gross hectare. Low density residential uses shall be located in the Residential Areas, as described on Schedule A3.
5. Approximately 30% of residential development shall consist of medium density residential built forms, including triplex, rowhouse, traditional townhouse, back-to-back townhouse, and other residential dwellings with an average density of 35 units / gross hectare. Medium density residential uses may be located in the Residential and Residential Core areas, as described on Schedule A3.
6. Approximately 10% of residential development shall consist of high density residential built forms, including townhouse, back-to-back townhouse, stacked townhouse, low-rise apartment, and other residential dwellings with an average density of 60 units / gross hectare. High density residential uses shall be located in the Residential Core areas, as described on Schedule A3.
7. The Residential Area may accommodate institutional uses to serve the community, such as a school, library, community centre, or other public use, subject to the demands of future population growth. Where provided, these institutional uses shall be centrally located to the Residential Area to best serve the community.
8. New residential development shall be oriented towards the street and address the street in a manner that supports an active streetscape for pedestrians. Primary building entrances shall be oriented towards the public realm.
9. Buildings on corner lots shall articulate façades along both street frontages, with the principal façade oriented towards the higher-order street.
10. Parking, driveways, servicing, and utilities shall be designed in a manner which minimizes their presence on the streetscape. Communal parking areas should be located away from the street and public realm.
11. Where new development is located in close proximity to the Open Space areas, built forms will be designed to be sensitive and complementary to these areas and maintain and create opportunities for views and vistas to these areas, where appropriate.
12. Excellence in building design, including architectural features, building materials, style, colour and other design elements, is encouraged.

### 5.5.4 Residential Built Form Guidelines

Guidelines in achieving the policies set out above related to the Residential Land Use Structure include:

1. New residential development should be setback appropriately from the front property line. Greater setbacks may be appropriate for higher density built forms, including but not limited to townhouse through to low rise apartment buildings.
2. Slight variations in setbacks are encouraged, where appropriate, to create a varied streetscape.
3. Side yard setbacks should be provided to ensure building separation and privacy between residential buildings.
4. Higher density development, including but not limited to townhouse and low-rise apartment built forms, should accommodate mid-block connections and shared amenity spaces.
5. Townhouses and low-rise apartment buildings should be a maximum height of 4-storeys.
6. Where appropriate, an additional stepback may be provided above the second or third storey to create a more pedestrian scaled building and create usable outdoor amenity space.
7. The built form and massing should provide a consistent prevailing character through specific architectural features, including roof and cornice lines, ground floor heights, window locations and proportions, porches and balconies, and materiality and colours.
8. New residential development should clearly articulate individual units through vertical recesses and projections, window bays, and the alignment of doors, windows and other architectural features.
9. Corner units should exhibit a similar degree of façade articulation on both frontages, and building elements should wrap around the corner, where possible.
10. The siting and orientation of dwellings should be coordinated with streetscape elements such as community mailboxes, entry features, light standards, street trees and other street furniture.
11. Compatibility in height and massing between adjacent developments is encouraged.
12. Parking should be located to the rear yard away from the street and public realm.
13. Vehicular access to higher density developments, including but not limited to townhouses and low-rise apartments, should be provided via a rear-lane, where possible.
14. Where garages are provided facing a street, they should be visually setback from the primary façade wall i.e (housing livable space to include front porches).
15. Servicing and utility areas should be screened from view and located to the rear of the building or integrated into the building, where feasible.
16. Utilities and streetscape elements such as community mailboxes, entry features, light standards, street trees and other street furniture should be well coordinated into the overall community design.

## 6.0 Implementation

The consultant team has worked closely with Augusta Township Staff in determining an overall implementation approach for the Augusta Land Use Strategy. This has involved further discussions with Planning Staff from the United Counties of Leeds and Grenville and ongoing analysis to determine a preferred implementation approach.

It is anticipated that the Land Use Strategy will be implemented over two phases in accordance with the vision, guiding principles, and broader policies and guidelines described within the document. Phase I would see an initial framework established for the overall commercial / light industrial land uses within the area boundaries to allow for non-residential uses such as light industrial, retail, and commercial uses, along with a residential area no greater than 1.0 hectare in size. Phase II would then contemplate the implementation of remainder of the lands for residential development and an additional potential expansion of the non-residential area, as needed. An analysis to support this phased approach is described below. However, it should be noted that since the development of this phasing strategy, Bill 97 has been introduced by the Minister of Municipal Affairs and Housing which may remove municipal comprehensive review requirements, thus altering how municipalities plan for settlement areas relative to boundaries, expansions, and designations.

It is recommended that the Phase I lands be implemented via an Official Plan Amendment to include Area Specific Policies (ASPs) for the commercial and residential lands. Site specific Zoning By-law Amendment applications would then be considered in accordance with the Land Use Strategy. The remainder of the lands (Phase II) would be implemented at the time of municipal comprehensive review of both the Augusta and United Counties of Leeds and Grenville Official Plans, occurring via a re-designation of the lands from Rural Settlement Area to Urban Settlement Area. The Land Use Strategy could then either be incorporated as policies and guidelines within the new Augusta Official Plan, or as a Secondary Plan policy document for the area.

Finally, the Augusta Zoning By-law would require an update to revise existing zones, or establish new zones for the area, establishing standards, provisions, and performance measures (such as minimum lot area, frontage, setbacks, landscaping, amenity space, and parking) to implement specific details of the policies and guidelines within the Land Use Strategy.

## 6.1 Phasing Analysis (Schedule A4)

### Phase I Lands

The consultant team has considered the applicable policies alongside contextual elements and the findings of the Lands Needs Assessment when determining an approach for the Land Use Strategy Area. In reviewing the Counties and Augusta Official Plans, both policies which offer support for a range of residential uses with few limitations. Further, a contextual analysis of the Riverview Heights Settlement Area comparative to others within Augusta Township and location near Prescott has informed an appropriate scale and character envisioned for the first phase of development.

Under the current planning framework, it is anticipated that the required commercial uses and limited residential uses can be accommodated within the Land Use Strategy Area. With a population of 205 and dwelling count of 190 units are allocated to Augusta Township in the Counties Official Plan, and 60% of new growth is to occur in settlement areas per the Augusta Official Plan, a total population of 123 and 114 units are directed to all Settlement Areas.

Since 2011, Augusta Township has permitted the development of 79 residential dwelling units in Settlement Areas, ranging from single family dwellings, to semi-detached, rowhouse, and stacked townhouse dwellings. By removing these from the projected new number of units over the lifetime of the United Counties of Leeds and Grenville Official Plan, the remaining number of units to be developed within Settlement Areas is 35 residential dwelling units.

Applying a density range of between 12u/ha to 40u/ha, which will help to deliver on a diverse range of housing options, it is anticipated that 1 hectare of land could be developed under the existing upper tier planning policy framework, as confirmed by the Counties.

A detailed analysis in support of this discussion is included below.

### Contextual & Policy Analysis

The Riverview Heights Rural Settlement Area is situated within a vastly different context than that of the other Rural Settlement Areas in Augusta in that:

- / It is not isolated away from existing “urban” types and forms of development. Specifically, the area abuts the Town of Prescott which is a highly urban context containing built forms that range from single family dwellings to multi-unit apartment dwellings;
- / A broad range of housing types, from single family dwellings, semi-detached dwellings, and stacked townhouse dwellings, currently exist in this Settlement Area;
- / It is situated between two major transportation networks, Highway 401 and County Road 2; and,
- / The extension of municipal servicing is supported by both Augusta Township and the Town of Prescott, and would be feasible here considering the proximity to Prescott. However, extending services would be less feasible for other Rural Settlement areas in Augusta, which the Official Plans do not contemplate.

Although designated a Rural Settlement Area, the character of this particular area is varied and more contextually urban than other Rural Settlement Areas in Augusta. As such, this area is better suited for a broader range of housing types at a greater density than typically contemplated for Rural Settlement would be appropriate from a compatibility perspective and would maintain the character of the surrounding area.

Policy 2.3.3 (b) and (d) of the Counties Official Plan relate to scale and character of development in rural areas, where (b) directs growth and development to rural settlement areas through infilling and development of vacant lands, as well as via limited intensification. However, the Official Plan doesn’t establish a maximum threshold to which new development can occur, but rather Policy 2.3.3.c. enables to the local Official Plan to establish a range of permitted uses and land use policies. Additionally, Policy 2.3.3.d states that “Rural Settlement areas will generally maintain a rural settlement character and evolve as service and residential centres for their surrounding Rural Area, where appropriate.



In reviewing the Augusta Official Plan, objectives of residential development in Settlement Areas include:

- / To ensure the provision of an adequate supply of residential land;
- / To provide for a range of housing types subject to the ability to provide private or communal services;
- / To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
- / To ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas.

Permitted uses include “a range of residential uses consistent with servicing types”, as well as parks and open spaces, and local commercial uses on appropriate collector roads.

The objectives of commercial / industrial development in Settlement Areas include:

- / To permit commercial / industrial uses which are compatible with the surrounding community;
- / To permit commercial / industrial development which can be appropriately serviced;
- / To ensure a broad range of commercial uses in order to provide local employment opportunities;
- / To facilitate control over the location and character of commercial development.
- / To help develop a range of local employment opportunities.

A range of permitted uses, including retail, service commercial, office, warehousing, manufacturing, etc. are permitted by the Augusta Official Plan in Settlement Areas.

It is the opinion of the consultant team that the objectives and policies for residential, commercial, and industrial development for the Phase I lands in the Land Use Strategy Area are in accordance with the Counties Official Plan and are of a nature which is in keeping with the character of Rural Settlement Areas. In this instance, permitting the initial commercial area of 4.85 hectares and a residential area of 1.0 hectares, within residential development ranging between 12u/ha to 40u/ha, maintains the objectives of the Rural Settlement area and allows the area to evolve as

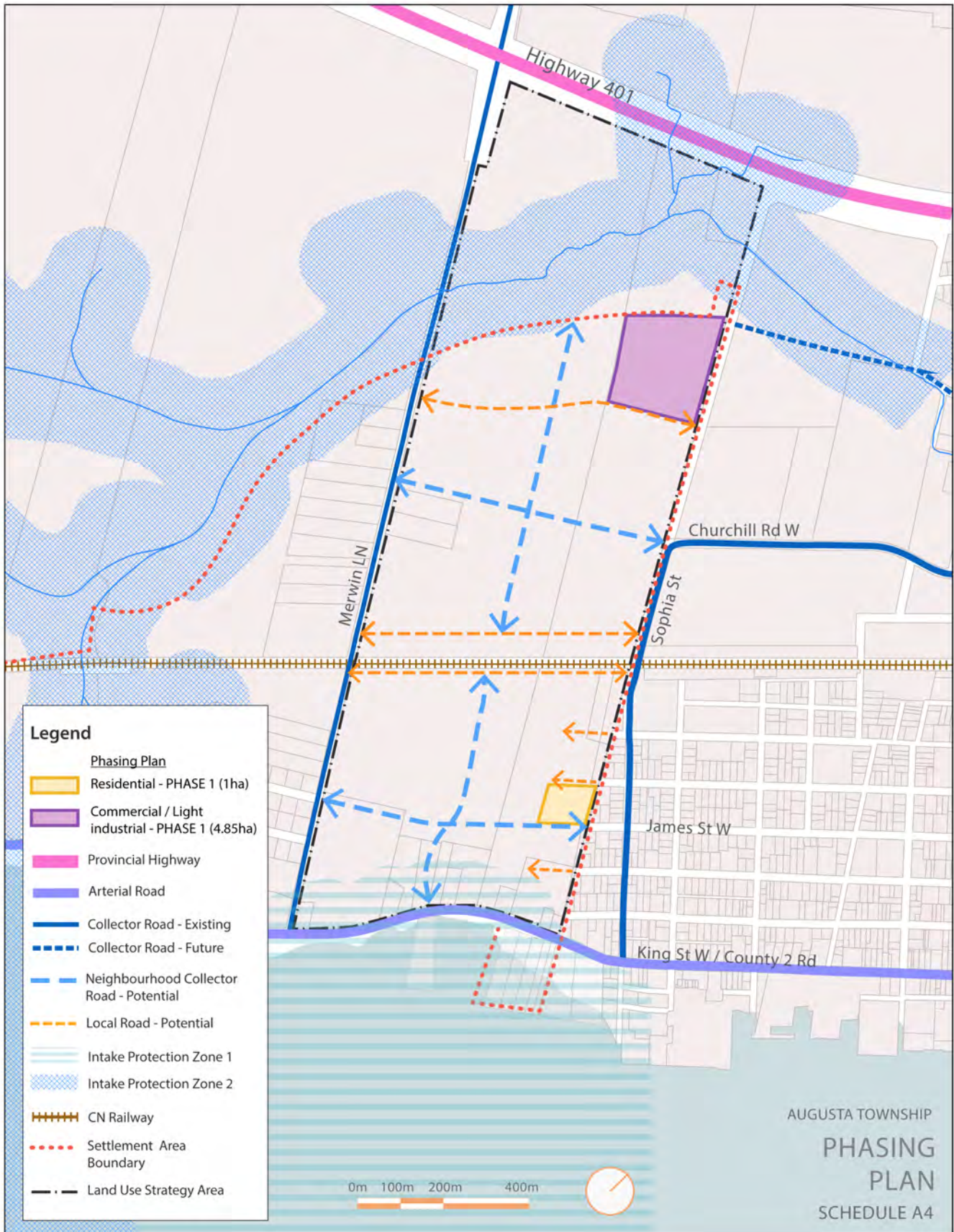
a service and residential centre, further supported when considering the generally more urban context surrounding this settlement area.

## Phase II Lands

Although the Land Use Strategy Area is currently designated a Settlement Area under the Augusta Official Plan, the current designation within the United Counties of Leeds and Grenville Official Plan is a Rural Settlement Area. Considering the servicing agreement and intention to extend to roads to these lands, it would be appropriate to reconsider the “rural settlement area” designation applied to the area to reflect the proposed servicing and urban form of development, permitting it to be developed with greater density compared to that of a Rural Settlement Area. A Counties-level Official Plan Amendment would be required to redesignate the lands to Urban Settlement Area. It has been confirmed by Counties Staff that an Official Plan Amendment of this nature could not occur until municipal comprehensive review, which is scheduled for 2026. However, it should be noted that since this confirmation, Bill 97 has been introduced by the Minister of Municipal Affairs and Housing which may remove municipal comprehensive review requirements, thus altering how municipalities plan for settlement areas relative to boundaries, expansions, and designations.

Similarly, an Official Plan Amendment would also be required for the Township of Augusta 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”, should therefore be established to support a more urban level of residential densities, with supportive commercial, retail, and light industrial uses.

In the interim, existing land uses may continue on the Phase II lands, with limited development permitted, however development at the scale contemplated within this Land Use Strategy could not occur within the Phase II Area until the established as an Urban Settlement Area and servicing extended into the area.





## 6.2 Recommended Implementation Approach

### Phase I Lands

#### Area Specific Policies

It is recommended that Area Specific Policies be introduced via an amendment to the current Augusta Official Plan, which would allow the Phase I Commercial and Residential Lands to be developed in the near term. Schedule B would be included and referenced here, and the policy would reference the Augusta Land Use Strategy for guidance on Servicing / Road Network Extensions, as well as Neighbourhood, Mobility, Open Space, and Land Use Structures.

Draft policies for this Official Plan Amendment may be most suitably located in Section 4.2 of the Official Plan, and may include the following:

#### Phase I Commercial Lands Policy

*Notwithstanding the policies of Section 4.2, the Phase I Commercial Area of no greater than 4.85 hectares in size, as shown on Schedule B, shall be developed in accordance with the vision, guiding principles, policies, and guidelines of the Augusta Land Use Strategy. New development within the Phase I lands shall comply with applicable Open Space, Mobility, and Land Use policies and guidelines described within the Land Use Strategy.*

#### Phase I Residential Lands Policies

*Notwithstanding the policies of Section 4.2, the Phase I Residential Area of 1.0 hectares, as shown on Schedule B, shall be developed in accordance with the vision, guiding principles, policies, and guidelines of the Augusta Land Use Strategy. New development within the Phase I lands shall comply with applicable Open Space, Mobility, and Land Use policies and guidelines described within the Land Use Strategy.*

*The Phase I lands shall be no greater than 1.0 hectares in size and shall be located along the eastern boundary of the Land Use Strategy Area. The exact location and shape of the Phase I area to be determined based on the feasibility of full municipal servicing and road network extensions, to be determined through the development application process.*

### Site Specific Zoning By-law Amendments

Site Specific Zoning By-law Amendments in accordance with above would be required for the Phase I lands to permit the uses and establish performance standards (lot area, frontage, building heights, densities, setbacks, landscaping, amenity space, parking rates, etc). These amendments would likely be initiated by the developer of the lands, with zoning requirements and performance standards determined in collaboration with the developer through the development review process and regard for development standards on full municipal services.

### Phase II Lands

Implementation recommendations for the Phase II lands are described below. It should be noted that the implementation of the Land Use Strategy for the area will require ongoing collaboration with the United Counties of Leeds and Grenville, as well as the Town of Prescott. The implementation strategy below is reliant on the successful adoption of a Counties Official Plan Amendment, redesignating the Land Use Strategy Area from Rural Settlement Area to Urban Settlement Area, followed by a series of additional potential amendments and updates to the Augusta Official Plan and Zoning By-law.

#### Redesignation to an Urban Settlement Area

At the time of municipal comprehensive review, the Augusta Official Plan and United Counties of Leeds and Grenville Official Plans would need to evaluate the Land Use Strategy Area as a candidate for redesignation to an Urban Settlement Area. This may require additional studies to determine the suitability of the lands to be designated an Urban Settlement Area, as well as approval from the Counties for this amendment.

Following this amendment, the Land Use Strategy policies and guidelines can be implemented within the Augusta Official Plan via two options:

#### / Embedded into the new Official Plan

**(Remaining Phases):** The consultant team has been informed by Augusta Planning Staff that the municipal comprehensive review of the Augusta Official Plan will commence shortly. Through this process, the vision and guiding principles described in the Land Use Strategy

can be adapted and incorporated within the new Official Plan as overarching objectives of Urban Settlement Areas. The Neighbourhood, Open Space, Mobility, and Land Use Structures can be incorporated into the new Official Plan as policy sections, with the policies and guidelines of the Land Use Strategy comprising new Urban Settlement Area sections of the New Official Plan.

- / **Secondary Plan (Remaining Phases):** The Land Use Strategy may be adopted as a Secondary Plan during the development of the new Augusta Official Plan. This would allow the Township to develop broader policies for Urban Settlement Areas which would apply to the Land Use Strategy Area, as well as potential future Urban Settlement Areas. The policies and guidelines included in the Secondary Plan would apply specifically to the Land Use Strategy Area.

#### **Amendments to the Augusta Zoning By-law**

Amendments to the Augusta Zoning By-law would need to be undertaken to permit the land uses and densities for the entire Land Use Strategy Area. It is anticipated that once that a new Zoning By-law would be developed concurrently to the new Augusta Official Plan, therefore zoning provisions and performance standards which implement the policies and guidelines of the Land Use Strategy could be developed through this process.

New zones may be developed for the residential and commercial areas described by the Land Use Strategy, respectively. Recommendations for these new zones are described below:

#### **Residential Zone**

For the Residential and Residential Core land use areas, a new zone similar to the existing “Residential Village” zoning may be developed. It is further recommended that a review of the Low, Medium, and High Density Residential zones within the Prescott Zoning By-law be conducted to inform densities, as well as additional site and built form performance standards. The following provisions are recommended to be included within this new zone:

- / Update the Permitted Uses to allow for a range of dwelling types, including:

- Residential uses, such as Single Detached Dwelling, Semi-Detached Dwelling, Duplex, Triplex, Fourplex, Townhouse, Stacked Townhouse, Back-to-Back Townhouse, and Low-Rise Apartment
- Additional Uses typically included in residential zones, such as Bed and Breakfast, Daycare, Group Home, Home Based Business, Home Occupation, Secondary Suite, Garden Suite, and Accessory Uses can be permitted in this zone
- Parks, Open Spaces, Public Uses, and Public Utilities can also be permitted in this zone

- / Prepare new zone requirements, such as:

- Minimum lot areas may be established for each residential use
- Minimum lot frontages may be established for each residential use
- Minimum Yard Setback Requirements can be established from front, interior, corner, and rear yards
- Minimum building separation provisions (for buildings on the same lot, or buildings on separate lots) may be established
- Maximum building heights for each use should be established to allow for low-rise (no greater than four-storeys) development
- Lot Coverage may be established
- Garden Suite provisions may be included, similar to those for the Residential Village Zone

- / Introduce new Density Ranges for Low, Medium, and High Density Built Forms as follows:

- Low Density development is an average of 20 units / gross hectare, and may include single detached, semi-detached, duplex, and triplex built forms and should comprise of 60% of the residential land use area.
- Medium Density is an average of 35 units / gross hectare, and may include triplex, rowhouse, traditional townhouse, back-to-back townhouse and should comprise of 30% of the residential land use area.
- High Density is an average of 60 units / gross hectare, and may include townhouse, back-to-back townhouse, stacked townhouse, low-rise apartment built forms and should comprise of 10% of the residential land use area.

- / Introduce minimum landscaping requirements, including % of landscaping in required yards, and/or landscape buffers between parcels (typically minimum 1 metre, increasing depending on the use).
- / Introduce amenity space requirements for multi-unit dwellings, such as apartment and townhouse dwellings. This may be provided via private balconies and terraces, as well as within communal spaces such as courtyards, amenity rooms, etc.
- / Establish vehicle parking provisions, including a required rate per unit. Parking provisions should prohibit front yard parking, and require parking be provided internal or to the rear of a property.

### **Commercial / Light Industrial Zone**

For the Commercial / Light Industrial land use area, a new zone similar to the existing “Village Commercial”, “Highway Commercial”, “Village Industrial”, or combination of, may be developed to accommodate a broad range of permitted uses and built forms. The Prescott Zoning By-law may be reviewed as an additional resource to inform land use compatibility with existing commercial and industrial lands to the east within Prescott. The following site provisions and built form performance standards are recommended to be included within this new zone:

- / Update the Permitted Uses to allow for a broad range of commercial and light industrial uses. Heavy Industrial uses should not be permitted in this zone.
  - Accessory Uses, including accessory retail, should be permitted in this zone
- / Prepare new zone requirements, such as:
  - Minimum lot areas may be established.
  - Minimum lot frontages may be established.
  - Minimum Yard Setback Requirements can be established from front, interior, corner, and rear yards. This may also apply to accessory buildings or structures.
  - Minimum building separation provisions (for buildings on the same lot, or buildings on

separate lots) may be established.

- Maximum building heights for each use should be established to allow for low-rise development.
  - Minimum Lot Coverage may be established
- / Introduce minimum landscaping requirements, including % of landscaping in required yards, and/or landscape buffers between parcels (typically minimum 1 metre, increasing depending on the use).
  - / Establish vehicle parking provisions, including a required rate for each use, generally related to the size of each use (in square metres). Parking provisions should prohibit front yard parking, and require parking be provided internal or to the rear of a property.

### **Additional Zones**

A new “Open Space” zone may be established to accommodate future Neighbourhood Parks, reinforcing their role within the new communities, establishing specific performance standards and requirements, and protecting these lands as public open space into the future. However, the zone established for the Residential land use may also include parks and open spaces as a permitted use and can establish specific requirements for these spaces.



## Bill 97 Discussion

Since the development of the implementation strategy, Bill 97 has been introduced by the Minister of Municipal Affairs and Housing which may remove municipal comprehensive review requirements from the Provincial Policy Statement, thus altering how municipalities plan for settlement areas relative to boundaries, expansions, and designations. At this time, the changes introduced via Bill 97 have not received Royal Assent and are not in full force and effect, however discussion based on our current understanding of changes as they affect the Augusta Land Use Strategy Area is included below.

### **Municipal Comprehensive Reviews & Settlement Areas**

Through the changes proposed to the Provincial Policy Statement via Bill 97, the concept of municipal comprehensive reviews of Official Plans has not been carried forward into the 2023 PPS. With no requirement for municipal comprehensive reviews, municipalities may have the ability to consider settlement area expansions at any time.

The requirements to permit a settlement area boundary expansion or identification of new settlement areas has been reduced. The tests to be applied are not as stringent as they were previously, however may still require further considerations such as adequacy of servicing, phasing and agricultural issues such as the minimum distance separation formula.

Although Bill 97 has not yet received Royal Assent, and these revisions are subject to change, the opportunity, timing, and new requirements for the Counties to consider an Official Plan Amendment for the Land Use Strategy Area should be discussed and confirmed with Counties Staff, as this may occur sooner than anticipated.

## Schools

As part of the revisions to the new PPS, schools have been established as an element of a “complete community”, with the 2023 PPS specifically directing collaboration between planning authorities and school boards. Policies within the Land Use Strategy have been included to enable institutional uses, where deemed necessary and appropriate, to be located within the Residential Core areas. This would include uses such as new schools, community centres, or other public facilities.

## **Appendix A**

### Public Consultation Materials



**We want to hear from you!**

## Overview

Augusta Township is currently undertaking a Secondary Plan Study for the lands immediately west of the Town of Prescott bounded by Highway 401, Merwin Lane, and County Road 2. The Secondary Plan Study seeks to understand the specific needs and opportunities in the study area and gives the Township direction on the future of the lands to support growth and development that provides for an appropriate land use mix and built form that reinforces healthy, vibrant, and complete communities.


The Township will host two in-person Public Workshops to discuss the project. The purpose of the Public Workshops is to hear from you! The Township and their consultant team will provide an overview of the Secondary Plan Study and hold Q&A periods along working session to learn about your experiences, knowledge, and preferences for the area. The Township's consultant team will be available to answer any questions and receive feedback during the working sessions.


## Public Workshops

Two public workshops will be held at **Augusta Fire Hall at 1022 County Road 15 in Maitland, ON.**

**Visioning Workshop: Wednesday November 23, 2022 - 6:00 pm to 8:00 pm**

**Community Design Workshop: Thursday, November 24, 2022 - 6:00 pm to 8:00 pm**

 To participate in the workshops, please register on our website ([augusta.ca](http://augusta.ca)) or call 613-925-4231 ext. 100. Please register no later than November 21, 2022.

 If you wish to submit questions prior to the session to be answered during the workshops, or are unable to attend and wish to receive future communications on the Secondary Plan Study, please email Melissa Banford at [mbanford@augusta.ca](mailto:mbanford@augusta.ca) or visit [www.augusta.ca](http://www.augusta.ca)





# Augusta Township Secondary Plan Study

*We are hosting two public workshops  
and we want to hear from you!*

*Night 1*

## **Visioning Workshop**

**Wednesday November 23, 2022**

**6:00 pm - 8:00 pm**

*Night 2*

## **Community Design Workshop**

**Wednesday November 24, 2022**

**6:00 pm - 8:00 pm**

### **Augusta Fire Hall**

1022 County Road 15  
Maitland, ON.



Visit [augusta.ca](http://augusta.ca) to register or for more information



**We want to hear from you!**

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We are hosting a Stakeholder Engagement Session and are inviting you and/or a key representative from your group to meet with us to share and discuss any additional thoughts on the Augusta Secondary Plan Study. The Stakeholder Engagement Session will begin with a brief presentation which provides an overview of the Secondary Plan Study and background materials reviewed to date, followed by discussion session with yourself and other key stakeholders to get a better sense of how we can ensure changes to the Study Area respond to the interests of each group.

## Stakeholder Engagement Session

**Augusta Fire Hall at 1022 County Road 15 in Maitland, ON.  
Wednesday November 23, 2022 - 1:30 pm to 2:30 pm**

If you are interested in participating, please confirm your attendance by emailing [officeclerk@augusta.ca](mailto:officeclerk@augusta.ca) or by calling (613) 925-4231 ext 100 no later than **Monday, November 21, 2022**. If you wish to submit questions prior to the meeting date to be answered during the session, or are unable to attend and have questions, comments, or wish to receive future communications on the Secondary Plan Study, please email Melissa Banford at [mbanford@augusta.ca](mailto:mbanford@augusta.ca) or visit [www.augusta.ca](http://www.augusta.ca)







**We want to hear from you!**

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## Stakeholder Engagement Session

**Augusta Fire Hall at 1022 County Road 15 in Maitland, ON.  
Wednesday November 23, 2022 - 3:00 pm to 4:00 pm**

If you are interested in participating, please confirm your attendance by emailing [officeclerk@augusta.ca](mailto:officeclerk@augusta.ca) or by calling (613) 925-4231 ext 100 no later than **Monday, November 21, 2022**. If you wish to submit questions prior to the meeting date to be answered during the session, or are unable to attend and have questions, comments, or wish to receive future communications on the Secondary Plan Study, please email Melissa Banford at [mbanford@augusta.ca](mailto:mbanford@augusta.ca) or visit [www.augusta.ca](http://www.augusta.ca)





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## Stakeholder Engagement Session

**Augusta Fire Hall at 1022 County Road 15 in Maitland, ON.  
Thursday November 24, 2022 - 10:00 am - 11:30 am**

If you are interested in participating, please confirm your attendance by emailing [officeclerk@augusta.ca](mailto:officeclerk@augusta.ca) or by calling (613) 925-4231 ext 100 no later than **Monday, November 21, 2022**. If you wish to submit questions prior to the meeting date to be answered during the session, or are unable to attend and have questions, comments, or wish to receive future communications on the Secondary Plan Study, please email Melissa Banford at [mbanford@augusta.ca](mailto:mbanford@augusta.ca) or visit [www.augusta.ca](http://www.augusta.ca)



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# AUGUSTA SECONDARY PLAN

## The Study Area



The Secondary Plan Study Area includes the lands immediately west of the Town of Prescott, bounded by Highway 401 to the north, County Road 2 to the South, Merwin Lane to the west and the Town of Prescott municipal boundary to the east.



# AUGUSTA SECONDARY PLAN

## 1. Overview

### Study Overview

Augusta Township is undertaking a Secondary Plan Study for the lands immediately west of the Town of Prescott, bounded by Highway 401 to the north, County Road 2 to the South, Merwin Lane to the west and the Town of Prescott municipal boundary to the east. The Secondary Plan Study will provide a detailed analysis of the Study area which reviews and integrates planning, urban design, engineering due diligence (water, sewer, storm), transportation, and ecological due diligence of the study area.

The goal of the Secondary Plan Study is to ensure that new development will promote and support high-quality design, and establish an appropriate mix of new land uses and that all new projects, in both the public and private realm, reinforce the need for a healthy, vibrant, complete, and sustainable community. The Study is intended to provide a range and mix of land use options within the Study area which will contribute to the overall planning vision for Augusta Township, helping to meet Official Plan (OP) objectives, and ensuring an integrated approach is taken with the Town of Prescott.

### The Team

The Township has retained Fotenn Planning + Design, to undertake the Augusta Secondary Plan Study. This team of industry-leading professionals is well-versed in all aspects of the planning and design within Toronto, Kingston, Ottawa and throughout Ontario.

### The Process

The Secondary Plan study is anticipated to be completed in three phases:

- **Phase 1 – Project Commencement and Background Review (August 2022 – November 2022)**
- **Phase 2 – 2 Day Workshop (November 2022)**
- **Phase 3 – Preparation of the Secondary Plan Concept Report (December 2022 – April 2023)**





# AUGUSTA SECONDARY PLAN

## 2. The Study Area



The Secondary Plan Study Area includes the lands immediately west of the Town of Prescott, bounded by Highway 401 to the north, County Road 2 to the South, Merwin Lane to the west and the Town of Prescott municipal boundary to the east.



# AUGUSTA SECONDARY PLAN

## 3. Opportunities & Constraints

### Opportunities

Lands are designated a Settlement Area to support new growth and development in this area

More natural residential growth pattern and continuation of uses from the Town of Prescott

Location near the future Aquaworld resort development



Existing street network may connect to Prescott Downtown Core



Close proximity to municipal services and existing infrastructure

Market support for neighbourhood commercial uses

### Constraints



New infrastructure to support growth and development, and will require a collaborative approach

The CN railway corridor restricts neighbourhood connectivity opportunities.

Extending municipal services and infrastructure may be costly

Land use compatibility with nearby existing industrial uses may pose limitations

Intake Protection Zones are located within or abutting the Study Area (southern portion / Bradleys Creek)



New Industrial uses require a buffer from sensitive land uses (residential or environmental areas)



Agree? Disagree?  
Are we missing anything?

Use the Post-It Notes to provide additional opportunities and/or constraints here.

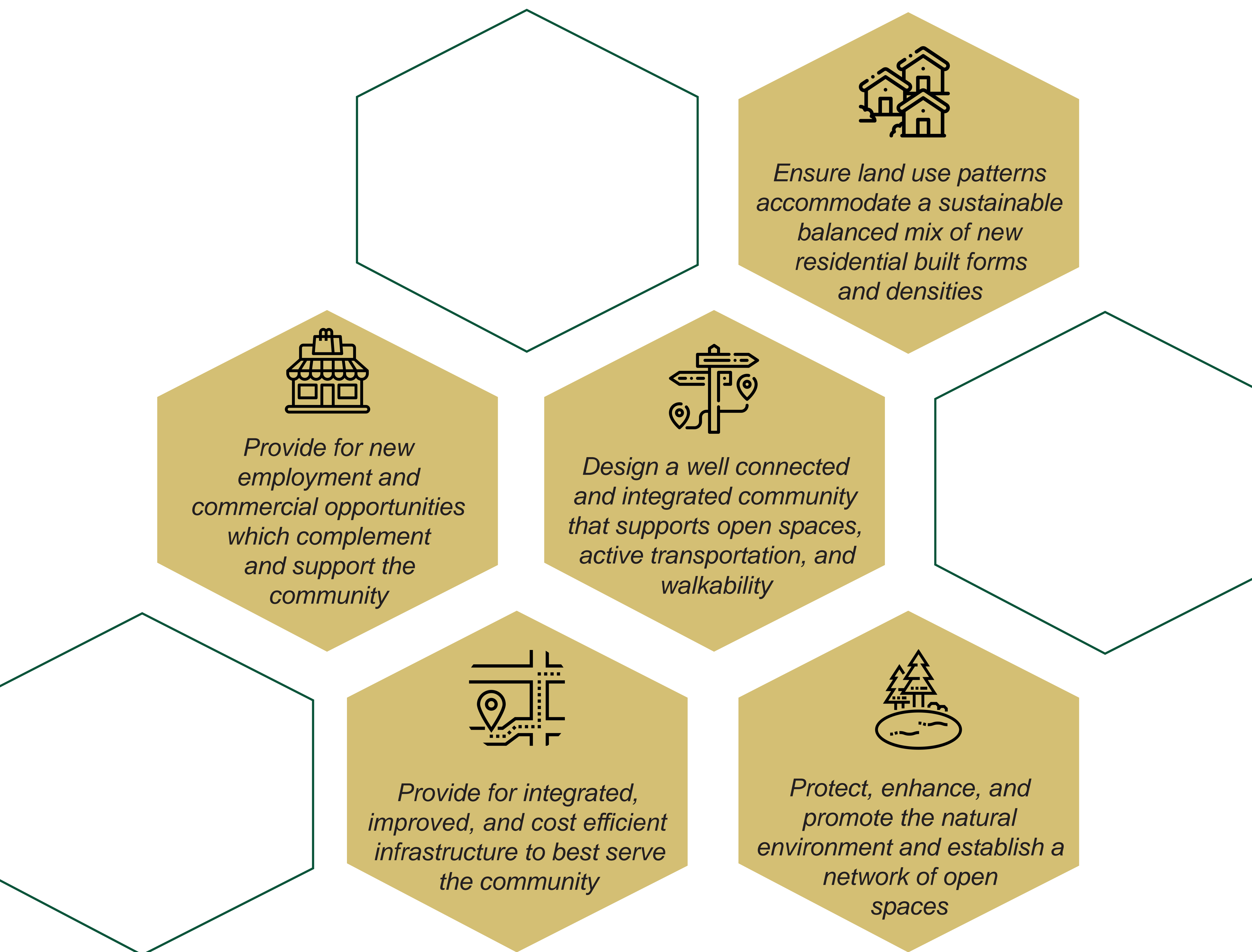


# AUGUSTA SECONDARY PLAN

## 4. Draft Vision & Guiding Principles

Based on a background review and planning analysis, a draft vision and guiding principles have been identified. This vision and guiding principles will be used as the foundation to guide the Augusta Secondary Plan Study.

*The Augusta Secondary Plan Area will provide a range of new residential, commercial, and employment uses, a mix of housing types and built forms, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of housing options, employment opportunities, open spaces, integrated connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.*



**Agree? Disagree?**  
**Are we missing anything?**

Use the Post-It Notes to provide additional feedback here.

# AUGUSTA SECONDARY PLAN

## 5. Stay in Touch

Please visit the project’s website for more information:

<https://augusta.ca/home/business-growth/economic-development-2/augusta-secondary-plan/>

To submit questions or comments, or to be notified of the progression of the Secondary Plan Study, please email:

**Melissa Banford**  
Planner, Township of Augusta  
[mbanford@augusta.ca](mailto:mbanford@augusta.ca)



### Can’t stay?

Use the Post-It Notes to provide any comments you have in the space above.



# AUGUSTA SECONDARY PLAN

## Visioning Worksheet

### Activity 1 (10 mins)

#### *Draft Vision Statement*

#### Directions

1. As a group, please discuss your vision for the Augusta Secondary Plan Area.
2. Note what you like and/or dislike.

*“The Augusta Secondary Plan Area will provide a range of new residential, commercial, and employment uses, a mix of housing types and built forms, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of housing options, employment opportunities, open spaces, integrated connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.”*

### Activity 2 (30 mins)

#### *Opportunities/Constraints*

To help us better understand the Opportunities and Constraints within the Augusta Secondary Plan Area, we’d like to hear your thoughts on what should be considered.

#### Directions

1. As a group, discuss the strengths, weaknesses, opportunities, and threats you see applicable to the Study Area.
2. Of the topics discussed, select the 5 that your group feels are most important and order them from 1-5 by adding your ranking to each item.
3. For your top 5, tell us how each element can help to achieve your Vision in Activity #1.

#### Strengths / Opportunities

What do you want to see if the area? How can we improve the area?

#### Constraints / Threats

What do you like about the area? How can we improve the area?

### Activity 3 (10 mins)

#### *Additional Thoughts*

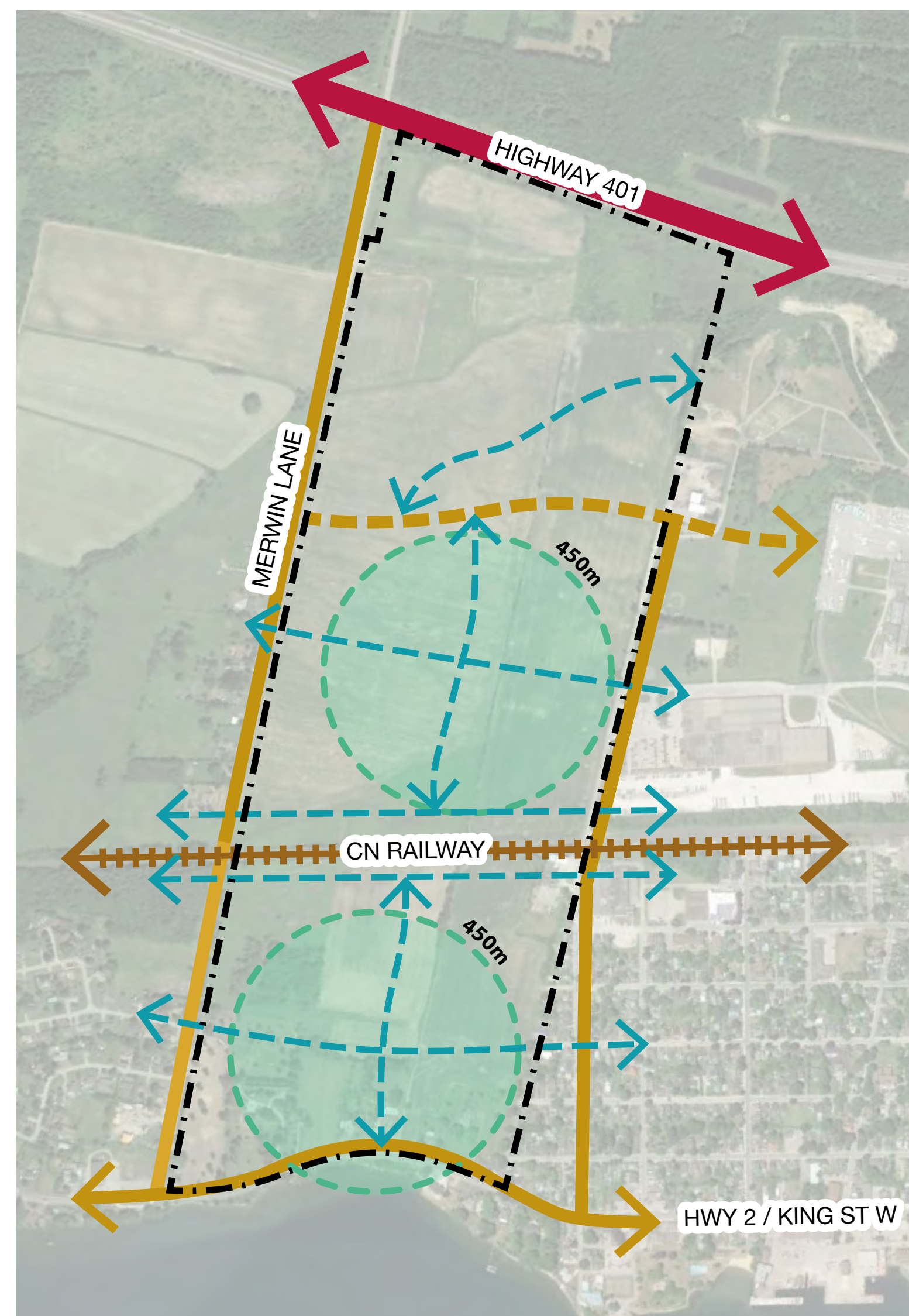
Are there additional considerations you think should be explored for the Augusta Secondary Plan? Please provide any additional thoughts here.

Group #

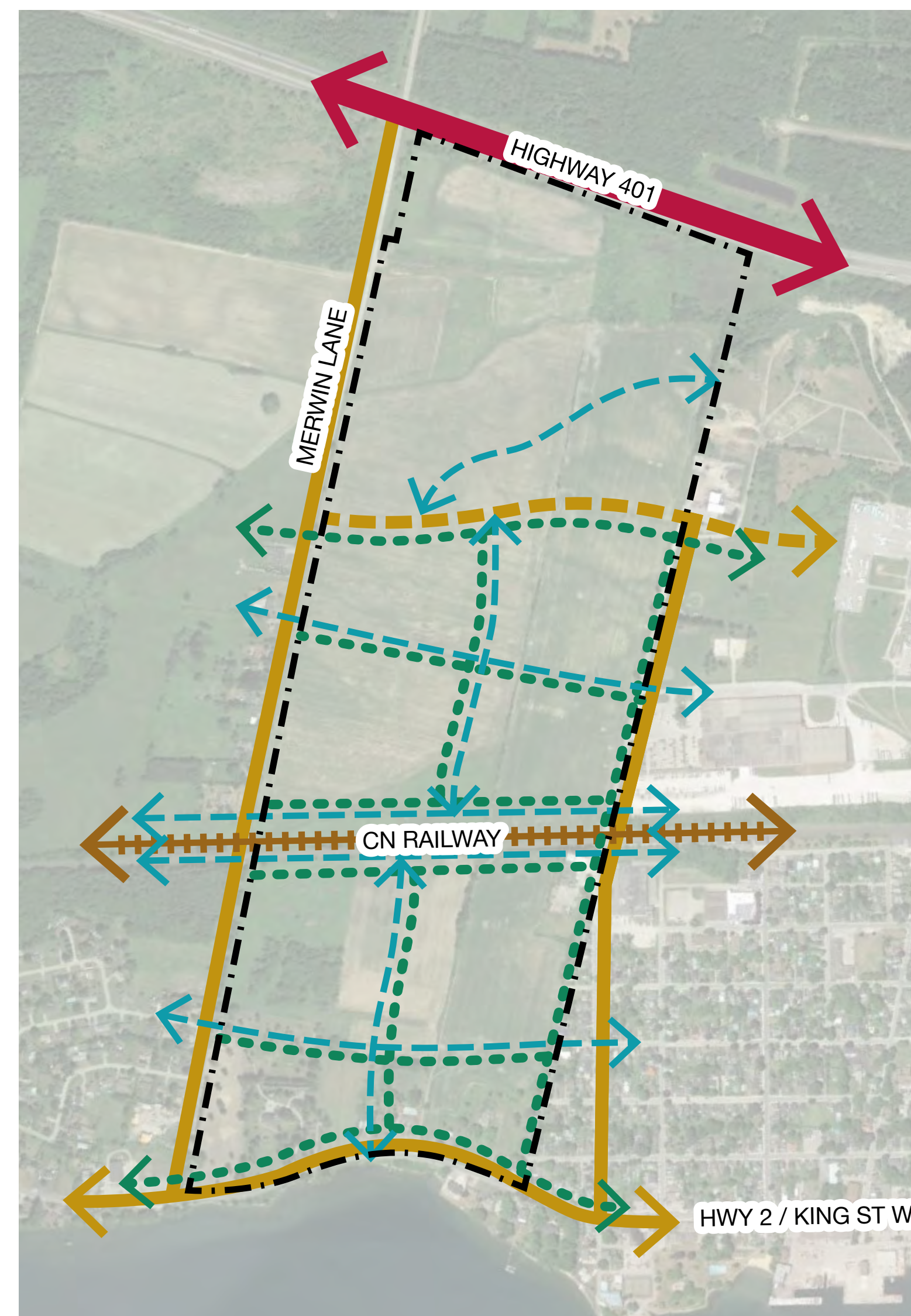


# AUGUSTA SECONDARY PLAN

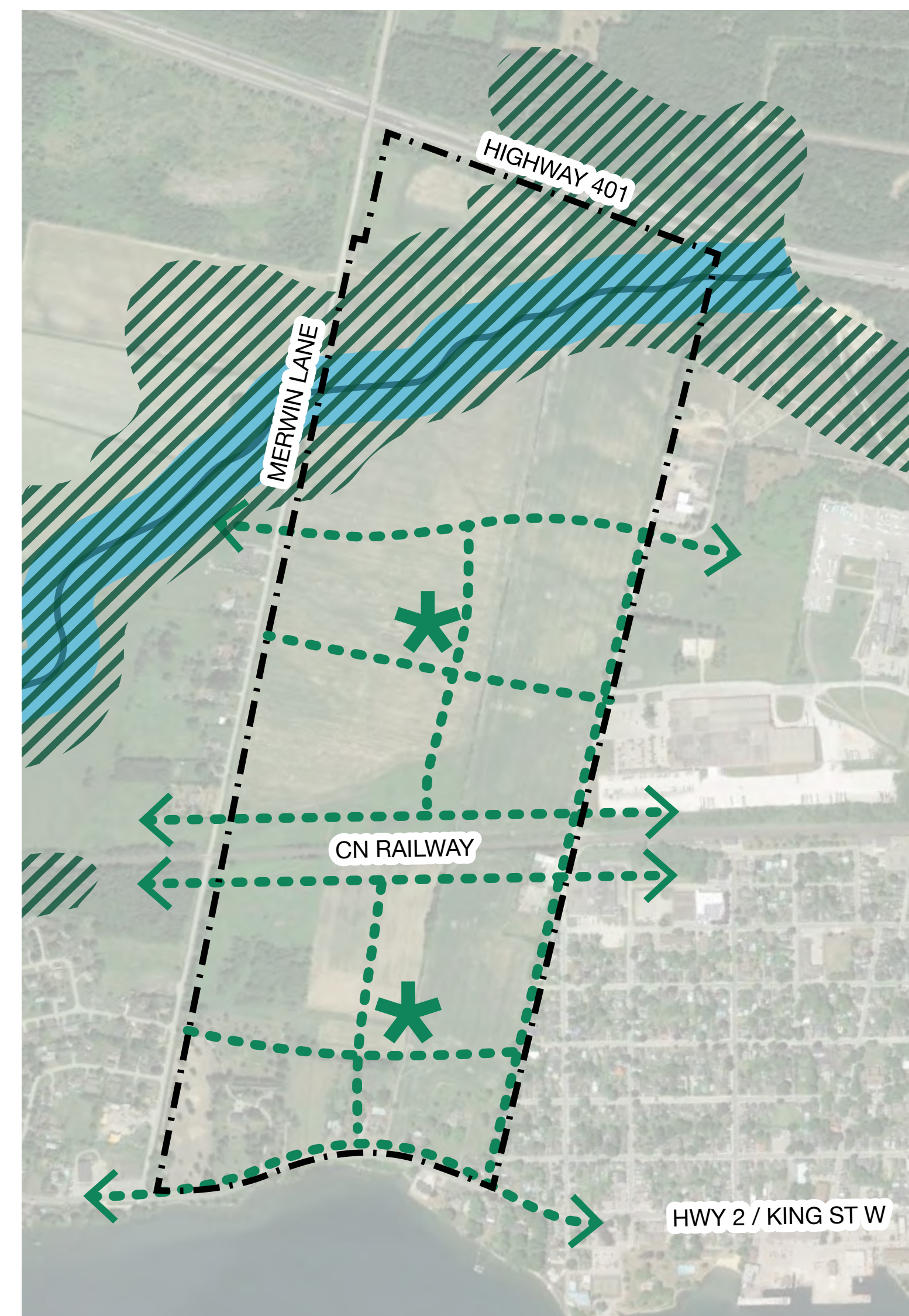
## Community Design Worksheet



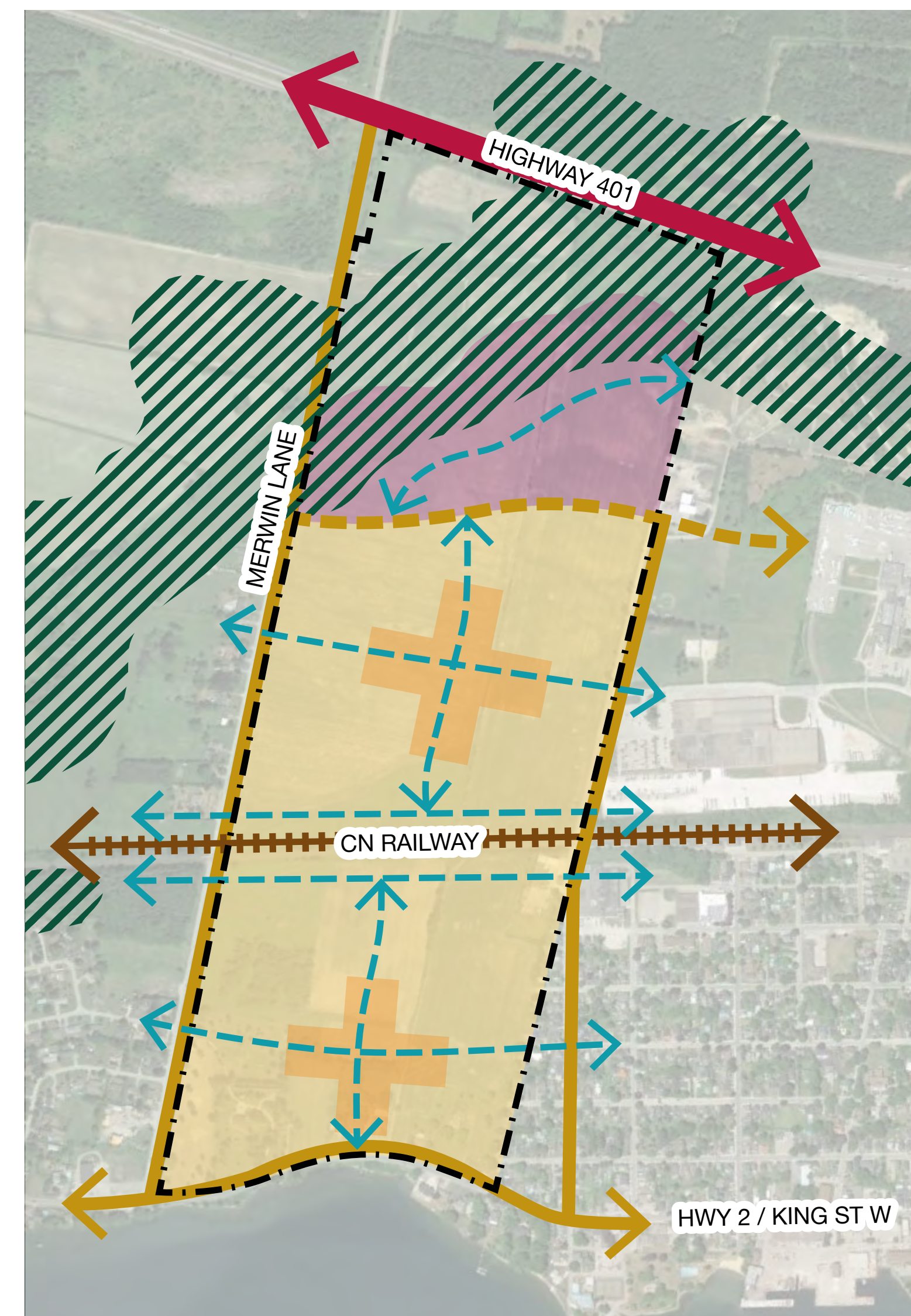
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- Study Area
  - 5 Minute Walking Radius
  - CN Railway Line
  - Highway 401
  - Arterial Road
  - Proposed Arterial Road
  - Proposed Collector Road



- Legend**
- Study Area
  - Proposed Active Transportation Network
  - CN Railway Line
  - Highway 401
  - Arterial Road
  - Proposed Arterial Road
  - Proposed Collector Road



- Legend**
- Study Area
  - Potential Open Space / Neighbourhood Centre
  - Proposed Active Transportation Network
  - Conservation Area / Natural Heritage System
  - Bradley Creek
  - Bradley Creek Buffer (30m)



- Legend**
- Study Area
  - Residential Core Centre
  - Residential
  - Employment / Industrial
  - Conservation Area / Natural Heritage System
  - CN Railway Line
  - Highway 401
  - Arterial Road
  - Proposed Arterial Road
  - Proposed Collector Road

**Agree? Disagree?**  
**Are we missing anything?**

Use the Post-It Notes to provide additional thoughts here.

Group #



# AUGUSTA SECONDARY PLAN

## Community Design Worksheet

### Residential Built Form Precedents



Single Detached Dwellings, Cornell, ON.



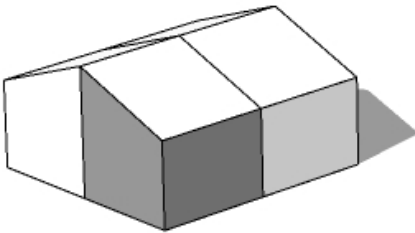
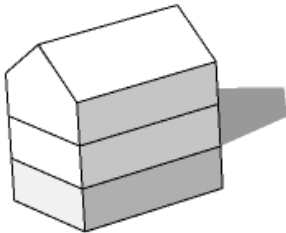
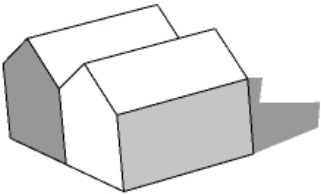
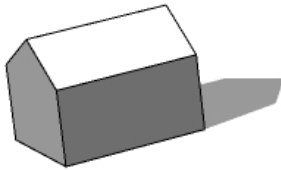
Semi-Detached Dwelling, Brampton, ON.



Triplex, Pickering ON.



Townhouse Dwelling, Port Credit, ON.



**Like? Dislike? Are we missing anything?**

Use the Post-It Notes or write down your thoughts on each of the built form precedents





# AUGUSTA SECONDARY PLAN

## Community Design Worksheet

### Residential Built Form Precedents



*Townhouse Dwelling, Port Credit, ON.*



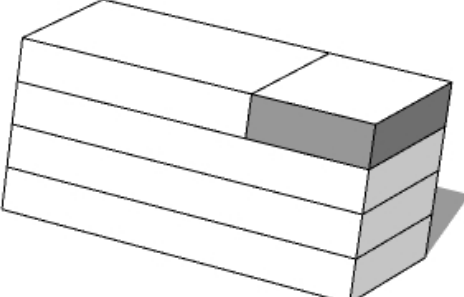
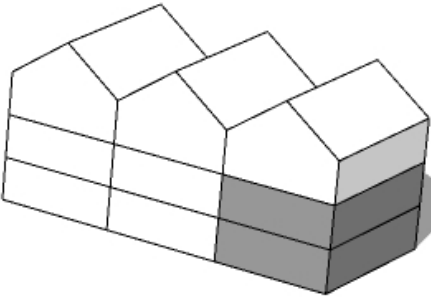
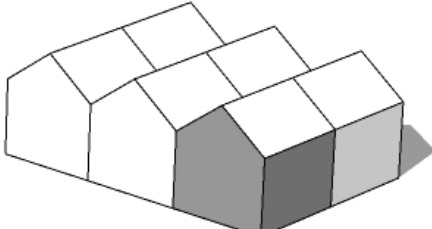
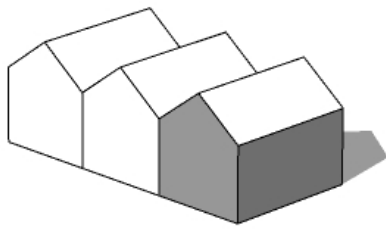
*Stacked Townhouse Dwelling, Ottawa, ON.*



*Back-to-Back Townhouse Dwelling, Stittsville, ON.*



*Low-Rise Apartment, Kitchener, ON.*



**Like? Dislike? Are we missing anything?**

Use the Post-It Notes or write down your thoughts on each of the built form precedents





# AUGUSTA SECONDARY PLAN

## Community Design Worksheet

### Open Space Precedents



Active and Passive Green Corridors



Parkettes



Urban Parks / Active Uses



Plazas



Mid-Block Pedestrian Connections



Naturalized Area / Stormwater Management

**Like? Dislike? Are we missing anything?**

Use the Post-It Notes or write down your thoughts on each of the open space precedents





# AUGUSTA SECONDARY PLAN

# Community Design Worksheet

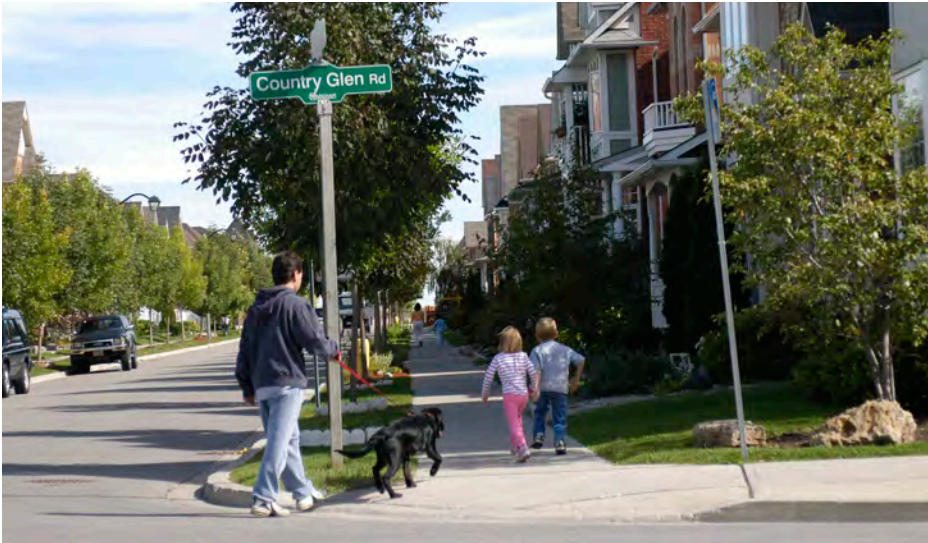
## Streetscape Precedents



*Rural Streetscape*



*Street with Single Sidewalk*



*Streetscape with Two Sidewalks and Landscaping*



*Streets with Active Transportation Lanes*



*Streets with Multi-Modal Transportation and Landscape*



*Traffic Calming Street with Crosswalk*

**Like? Dislike? Are we missing anything?**

Use the Post-It Notes or write down your thoughts on each of the streetscape precedents







# Augusta Secondary Plan Study Visioning Workshop

Wednesday November 23, 2022  
6:00 pm to 8:00 pm



**FOTENN**  
Planning + Design

# Land Acknowledgment

---

*Augusta Township is situated on lands deeply connected to the Haudenosaunee, Anishnabek and Huron-Wendat. We acknowledge the location of archaeological sites identifying both an Iroquoian agricultural community and an Iroquoian Village in the Township.*

*With gratitude and respect, we are committed to learning about the history of, and current aspirations of Indigenous Peoples, such as uncovering the truth about residential schools and cultural revitalization. We recognize and respect the contributions they have made and continue to make on these lands.*

# Agenda

---

6:00pm to 6:30pm **Presentation**

6:30pm to 6:55pm **Q & A Session**

6:55pm to 7:00pm **Break**

7:00pm to 7:40pm **Working Session**

7:40pm to 7:55pm **Report Back**

7:55pm to 8:00pm **Closing Remarks and Next Steps**



# Visioning Workshop Purpose

---

## **Presentation**

- Present a summary of the Augusta Secondary Plan Study background work to date
- Provide an overview of the planning framework and context
- Provide a summary of the existing land structure (planning, infrastructure, environmental, heritage)
- Discuss opportunities and constraints for the Study Area

## **Visioning Session**

- Identify community (residential, institutional, recreational and employment) needs
- Discuss ideas for development potential of the lands
- Provide thoughts on how the area will integrate into Prescott's existing community



# Project Team



**FOTENN** Planning  
+ Design



**Ute Maya Giambattista**  
B.ARCH, M.PL., MCIP, RPP, LEED AP  
Principal, Urban Design

**Project Manager/Lead,  
Urban Design**



**Evan Truong**  
MCIP, RPP  
Associate, Urban Design

**Planning,  
Urban Design**



**Jen Wood**  
MCIP, RPP  
Associate, Planning

**Planning,  
Policy**



**Nathan Petryshyn**  
M.PI  
Planner

**Planning,  
Policy**



**Yuki Naganuma**  
BURPI  
Planning Support

**Planning**



**Juan Caviedes**  
B.Arch, MUD  
Urban Designer

**Urban Design**

# What is a Secondary Plan?

---

## A Secondary Plan...

- Adapts and implements the objectives, policies, land use designations and overall planning approach the Official Plan to fit with local contexts;
- Establishes local development policies unique to an area that will guide growth and change in that area; and,
- Promotes a desired type and guides the form of physical development in an area where redevelopment is expected.



## **TOWNSHIP OF AUGUSTA OFFICIAL PLAN**

**May 25, 2012**



# Why a Secondary Plan Study?

---

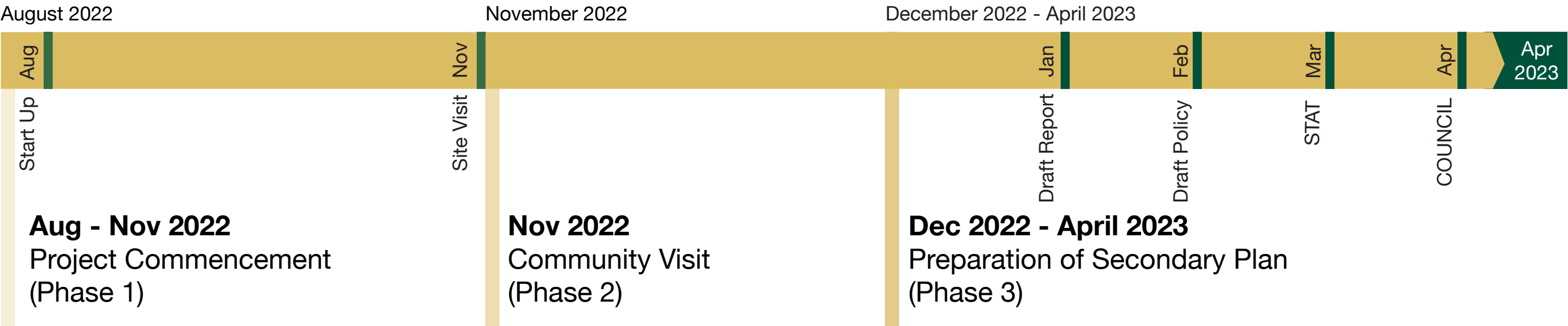


The Study seeks to understand the specific needs and opportunities in the study area and will give the Township direction on the future of the lands in order to:

- Support growth and development
- Provide for an appropriate land use mix and built form
- Reinforce healthy, vibrant, and complete communities.

# Study Timeline

We Are Here





# Study Area and Context



- Highway 401 (north); Town of Prescott (east); Merwin Lane (west); and County Road 2 (south).
- Within Augusta Township and directly adjacent to the Town of Prescott



# Physical Context

---



- Vacant lands that are held in private ownership
- Close proximity to Highway 401, CN Corridor, existing Industrial lands, and the future Aquaworld site





# Servicing Context

---

- Lands are not serviced by municipal water, sewage, or natural gas
- Existing Water Treatment Plan (WTP) and Water Pollution Control Plant (WPCP) in Prescott
- WTP operating at 62% capacity, WPCP operating at 73% capacity, expansions considered at 80% capacity
- Replacement of the existing Prescott Water Tower undertaken
- Intake Protection Zones (IPZ) located within and south of the Study Area



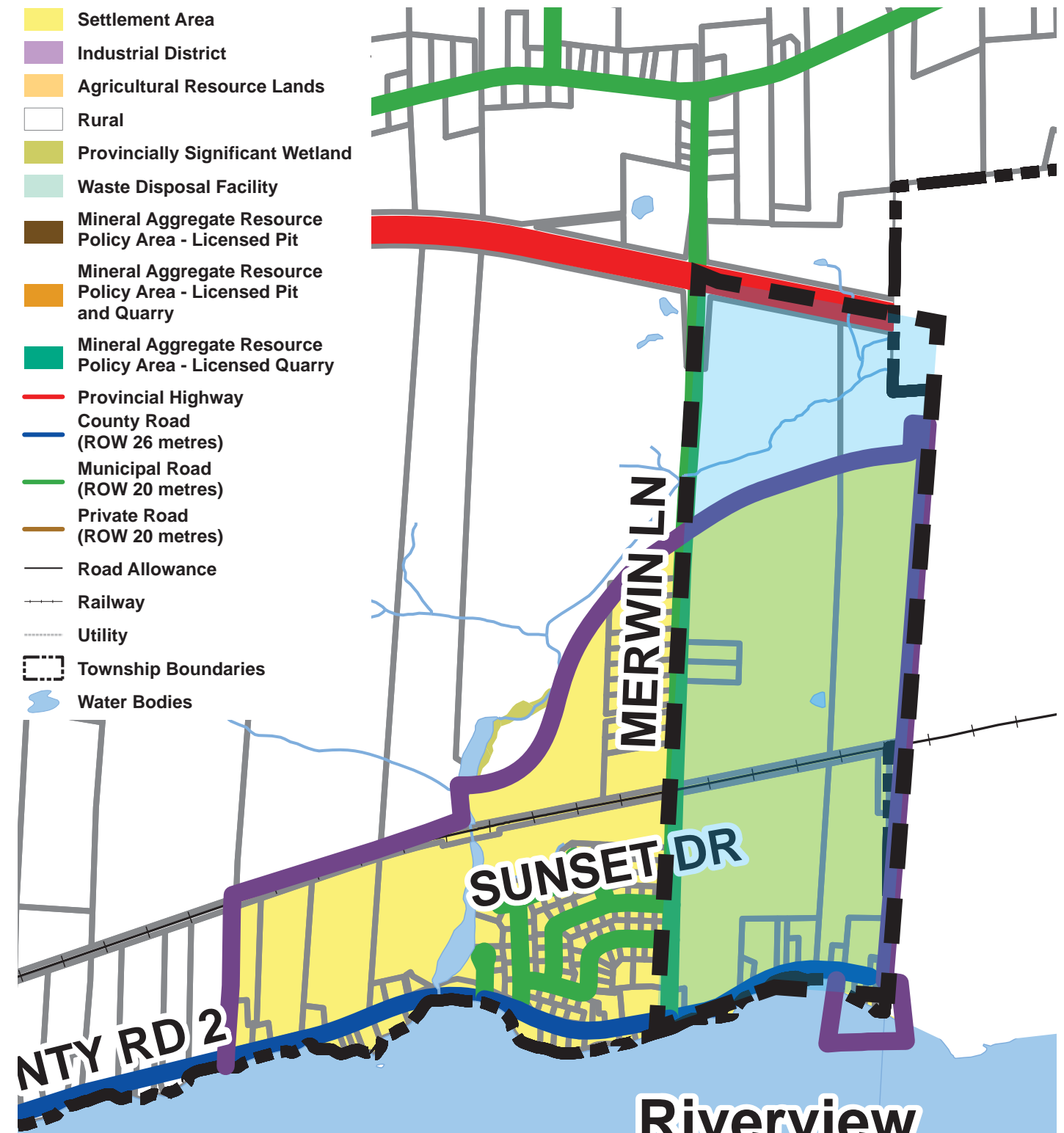
# Planning Context

## United Counties of Leeds and Grenville Official Plan

- “Rural Settlement Area” (Riverview Heights Community)
- 20% growth and intensification target

## Augusta Township Official Plan

- Designated “Rural” and “Settlement Area”
- 60% of growth and development within settlement areas
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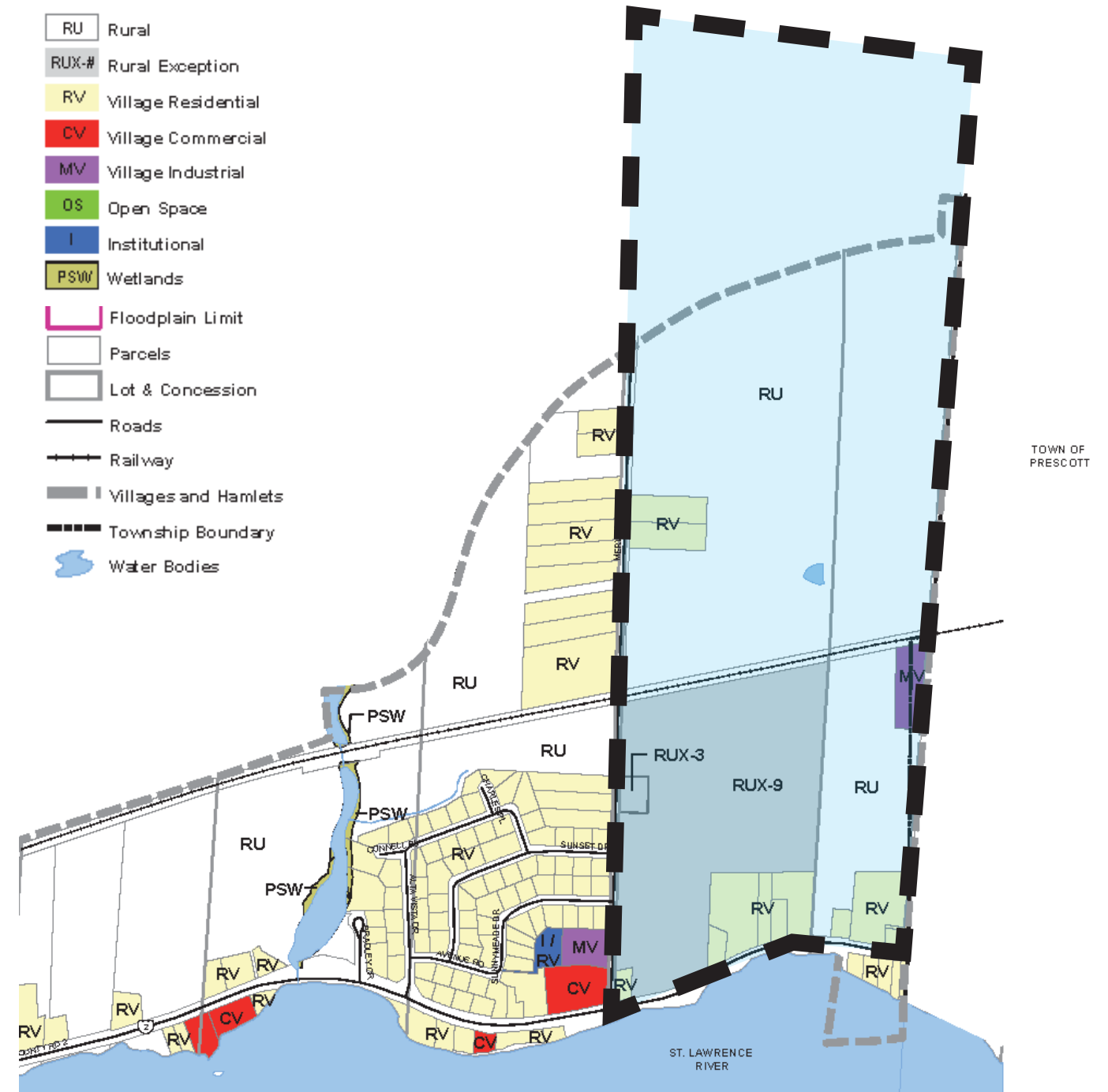




# Planning Context

## Augusta Township Zoning By-law

- RU zone permits a range of **rural uses**, including agricultural uses, hobby farm, home industry, dwelling unit, open space, public use, recreational, school, single detached dwelling
- RV zone permits a range of **residential uses**, including: apartment dwelling, duplex dwelling, row dwelling, semi-detached dwelling, single detached dwelling, garden suite



# Opportunities and Constraints

---

## Opportunities

- *Lands are designated a Settlement Area to support new growth and development in this area*
- *More natural residential growth pattern and continuation of uses from the Town of Prescott*
- *Close proximity to municipal services and existing infrastructure*
- *Existing street network to connect to Prescott Downtown Core*
- *Location near the future Aquaworld resort development*
- *Market support for neighbourhood commercial uses*



# Opportunities and Constraints

---

## Constraints

- *New infrastructure to support growth and development, and will require a collaborative approach*
- *The CN railway corridor restricts neighbourhood connectivity opportunities.*
- *Intake Protection Zone 1 (IPZ1) is located the southern edge of the Study Area, Intake Protection Zone (IPZ2) is located along Bradleys Creek*
- *Land use compatibility in proximity of Highway 401, Aquaworld, County Road 2, the CN railway corridor, and nearby existing industrial uses*
- *New Light Industrial uses would require a “buffer” from nearby sensitive land uses, such as residential developments or environmental protection areas*





# Vision & Guiding Principles

---

*The Augusta Secondary Plan Area will provide a range of new residential, commercial, and employment uses, a mix of housing types and built forms, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of housing options, employment opportunities, open spaces, integrated connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.*

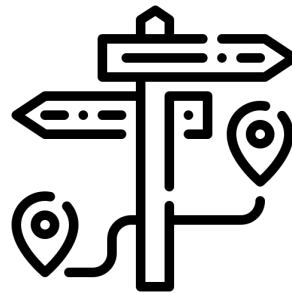
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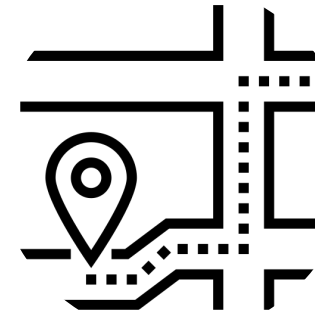
*Ensure land use patterns accommodate a sustainable balanced mix of new residential built forms and densities*



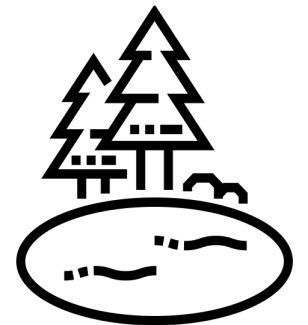
*Provide for new employment and commercial opportunities which complement and support the community*



*Design a well connected and integrated community that supports open spaces, active transportation, and walkability*



*Provide for integrated, improved, and cost efficient infrastructure to best serve the community*



*Protect, enhance, and promote the natural environment and establish a network of open spaces*

# Question & Answer

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# Visioning Workshop Session

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## *The Wish List: Envisioning the Future of Augusta*

1. **Vision and Guiding Principles:** Is there anything you would add or change?
2. **Opportunities:** What do you envision for the lands? How could we improve the study area? Are there any additional opportunities applicable to the Study Area lands?
3. **Constraints:** What obstacles might there be? Are there any additional constraints applicable to the Study Area lands?
4. **Priorities:** How can this new community develop to best integrate into the Town of Prescott?



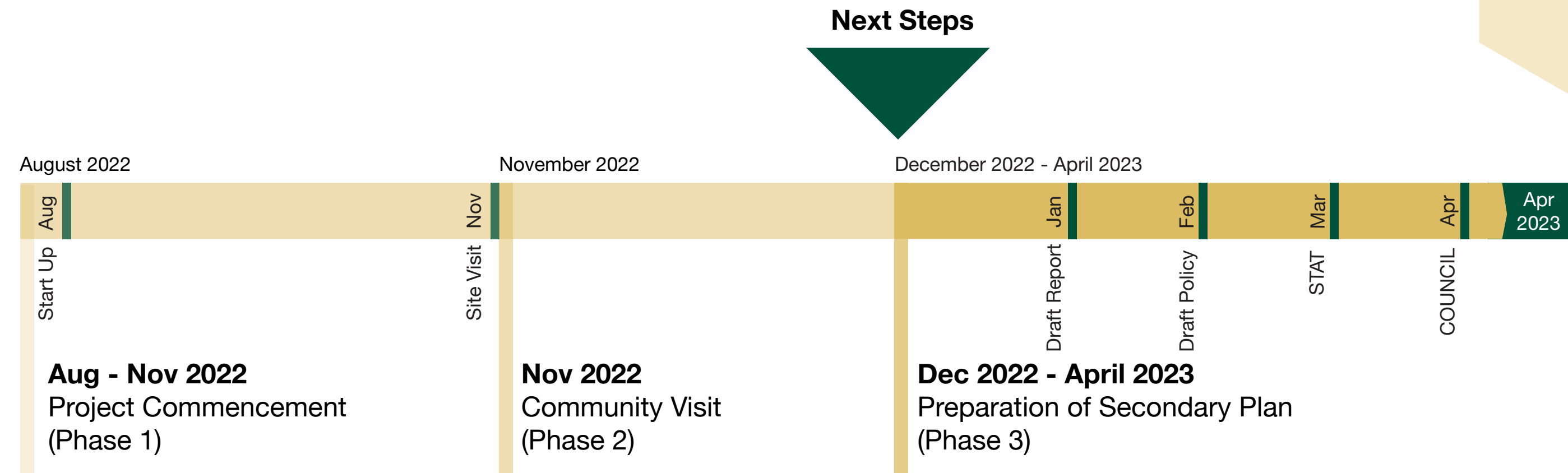


# Report Back

---

***What we've heard...*** 

# Next Steps



# Stay Connected

---

Please visit the project's website for more information by visiting:

***[www.augusta.ca](http://www.augusta.ca) > Business & Growth > Augusta Secondary Plan***

To submit questions or comments, or to be notified of the progression of the Secondary Plan Study, please email:

***Melissa Banford at [mbanford@augusta.ca](mailto:mbanford@augusta.ca)***







# Augusta Secondary Plan Study Community Design Workshop

Thursday November 24, 2022  
6:00 pm to 8:00 pm



**FOTENN**  
Planning + Design

# Land Acknowledgment

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# Design Workshop Purpose

---



## **Presentation**

- Present a summary of the Augusta Secondary Plan Study background work to date
- Provide an overview of what was discussed during the Visioning Workshop, held on Wednesday November 23, 2022
- Provide an overview of emerging land use options

## **Community Design Working Session**

- Facilitate a discussion relating to the emerging land uses
- Review and comment on visual precedent examples in achieving a preferred land use concept
- Refine concepts for the development potential of the lands

# Project Team



**FOTENN** Planning + Design



**Ute Maya Giambattista**  
B.ARCH, M.PL., MCIP, RPP, LEED AP  
Principal, Urban Design

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# Why a Secondary Plan Study?

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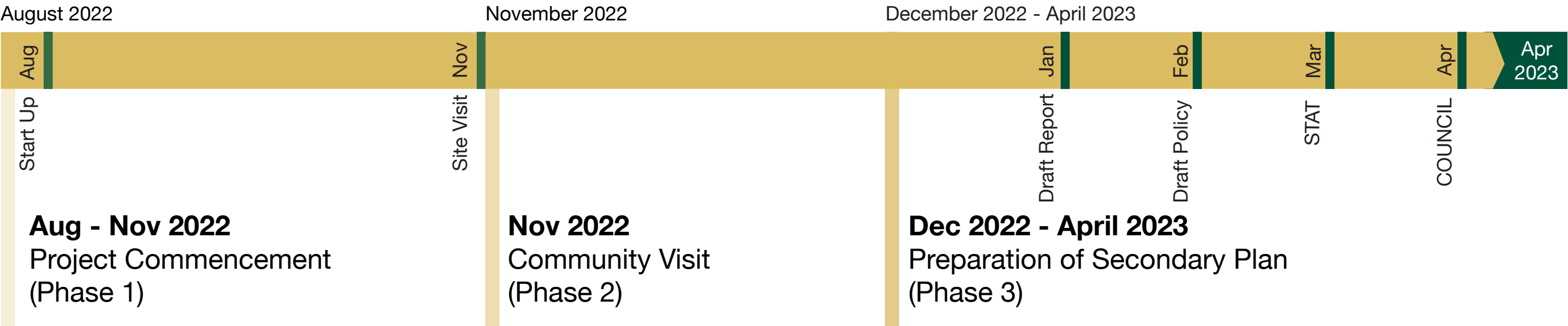


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# Study Timeline

We Are Here





# Study Area and Context



- Highway 401 (north); Town of Prescott (east); Merwin Lane (west); and County Road 2 (south).
- Within Augusta Township and directly adjacent to the Town of Prescott



# Physical Context



- Lands are held in private ownership
- Close proximity to Highway 401, CN Corridor, new recreation centre, existing Industrial lands, and the future Aquaworld site



# Servicing Context

---

- Lands are not serviced by municipal water, sewage, or natural gas
- Existing Water Treatment Plan (WTP) and Water Pollution Control Plant (WPCP) in Prescott
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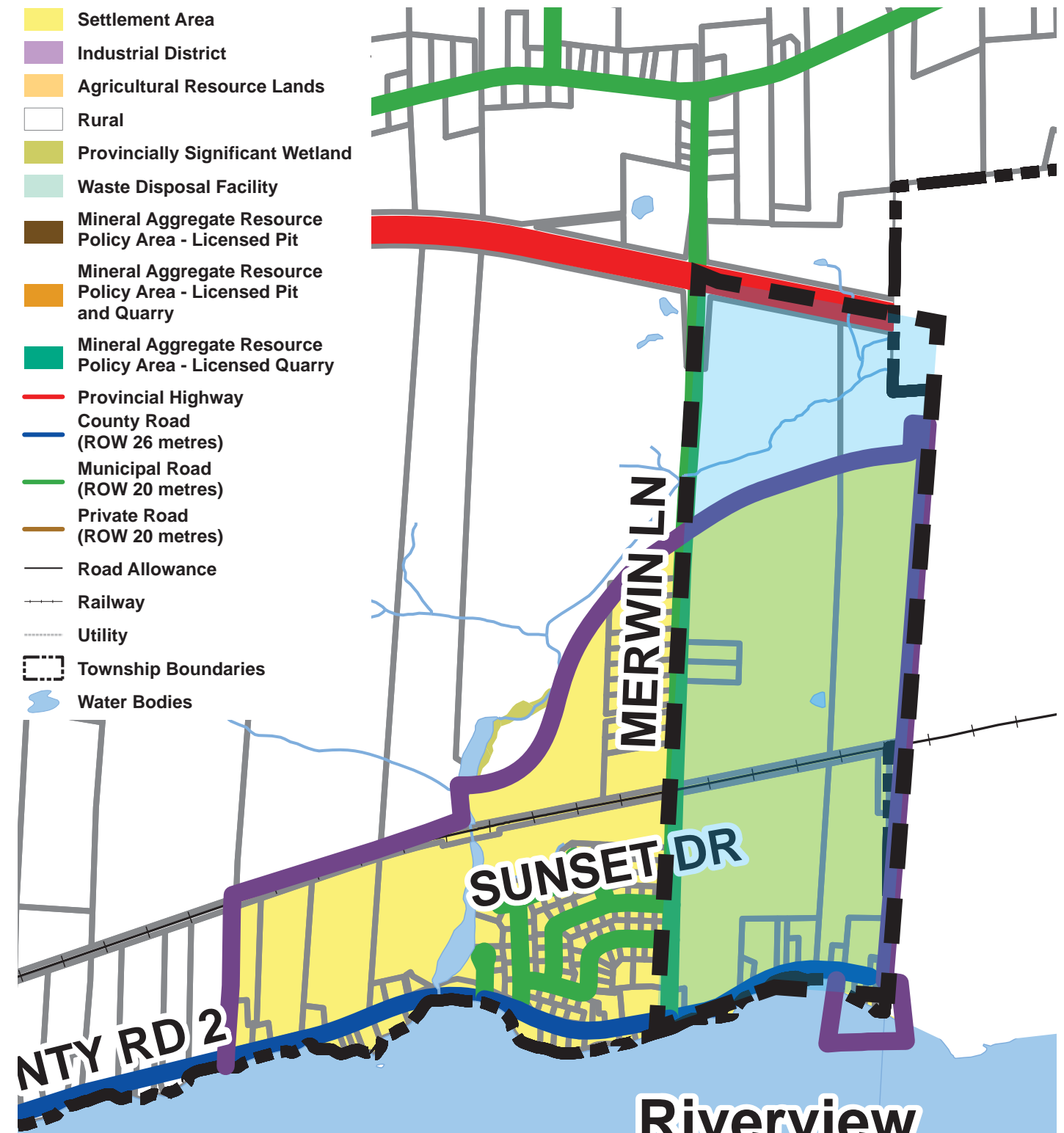
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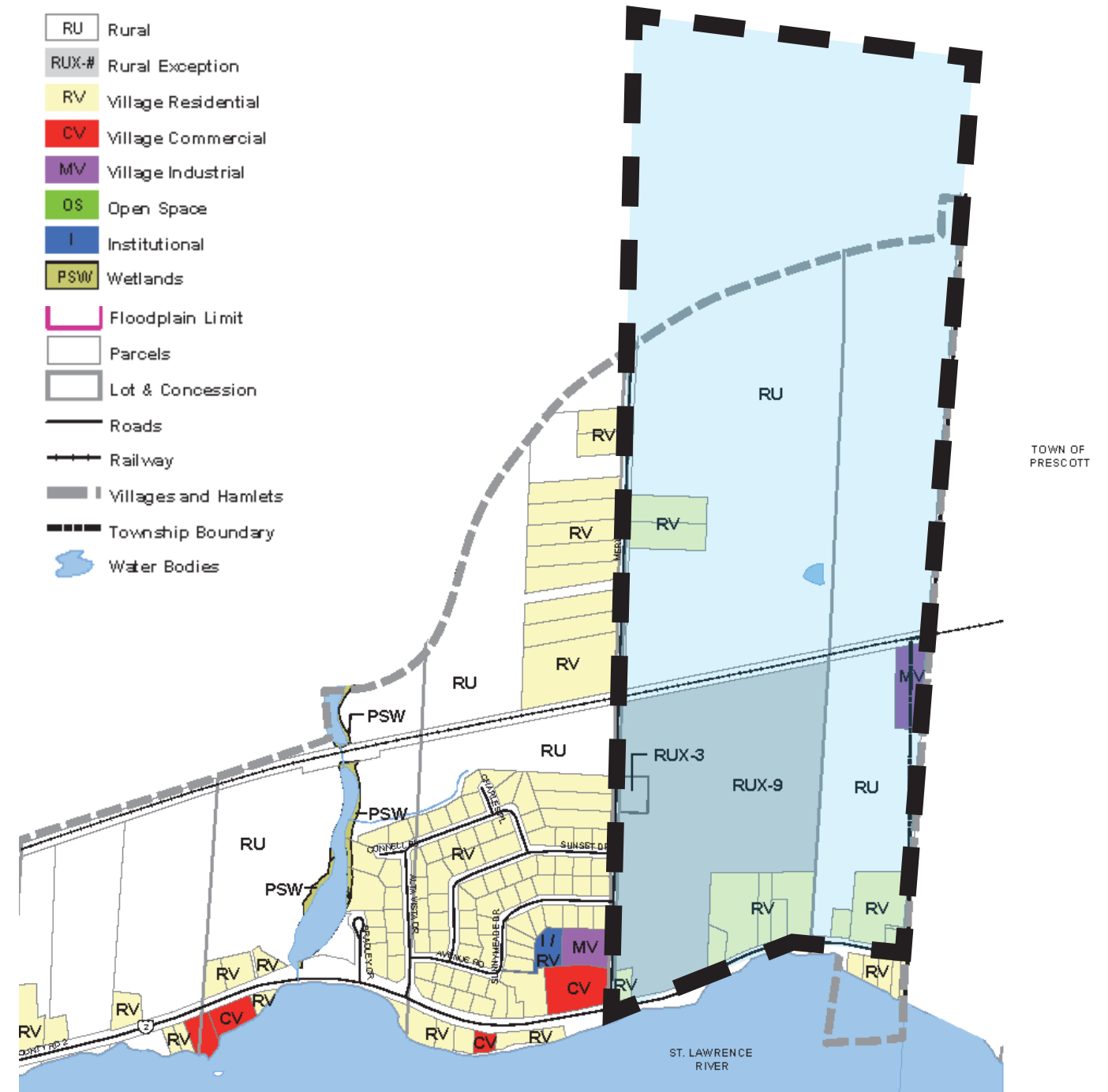




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# Opportunities and Constraints

---

## Opportunities

- *Lands are designated a Settlement Area to support new growth and development in this area*
- *More natural residential growth pattern and continuation of uses from the Town of Prescott*
- *Close proximity to municipal services and existing infrastructure*
- *Existing street network to connect to Prescott Downtown Core*
- *Celebration of rural community, community pride, and location in a rural setting along the St. Lawrence River*



# Opportunities and Constraints

---

## Constraints

- *New infrastructure to support growth and development, and will require a collaborative approach*
- *The CN railway corridor restricts neighbourhood connectivity opportunities.*
- *Intake Protection Zone 1 (IPZ1) is located the southern edge of the Study Area, Intake Protection Zone (IPZ2) is located along Bradleys Creek*
- *Land use compatibility (noise and vibration) in proximity to the CN railway corridor and nearby existing industrial uses*
- *Lack of existing public trails, greenspaces, and waterfront access*





# What We Heard...

---



*identify views  
and access to  
the waterfront*

*transition /  
buffers to the  
CN rail corridor*

*Augusta is  
a gateway  
to nearby  
communities*

*greenspaces, trails,  
and active networks  
to support a healthy  
lifestyle*

*celebration of  
heritage and  
culture*

*maintain  
the rural  
character*



# Vision & Guiding Principles

---

*The Augusta Secondary Plan Area will provide a range of new residential, commercial, and employment uses, a mix of housing types and built forms, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of housing options, employment opportunities, open spaces, integrated connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.*

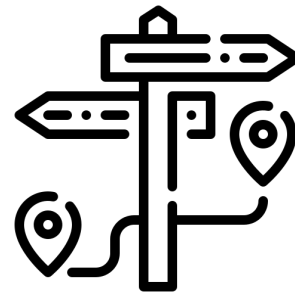
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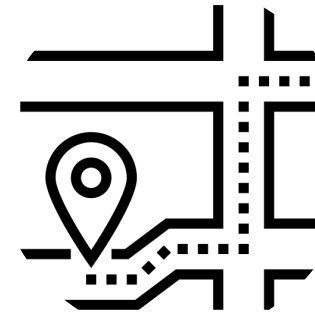
*Ensure land use patterns accommodate a sustainable balanced mix of new residential built forms and densities*



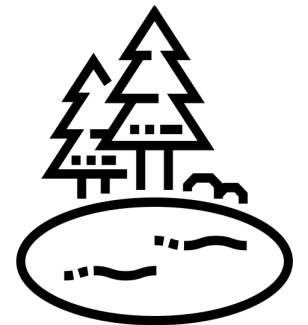
*Provide for new employment and commercial opportunities which complement and support the community*



*Design a well connected and integrated community that supports open spaces, active transportation, and walkability*



*Provide for integrated, improved, and cost efficient infrastructure to best serve the community*



*Protect, enhance, and promote the natural environment and establish a network of open spaces*

# What We Heard on the Vision...

---

***views /  
waterfront  
access***

***financial and  
environmental  
sustainability***

***striking  
the right  
balance***

*The Augusta Secondary Plan Area will provide a range of new residential, commercial, and employment uses, a mix of housing types and built forms, and a balance of community services to support the needs of the Township and surrounding communities. The area will support a broad variety of housing options, employment opportunities, open spaces, integrated connectivity, and an enhanced active transportation network to ensure the development of a sustainable and healthy community.*

***maintain rural  
character and  
community***








***connectivity to  
Prescott and  
surrounding area***

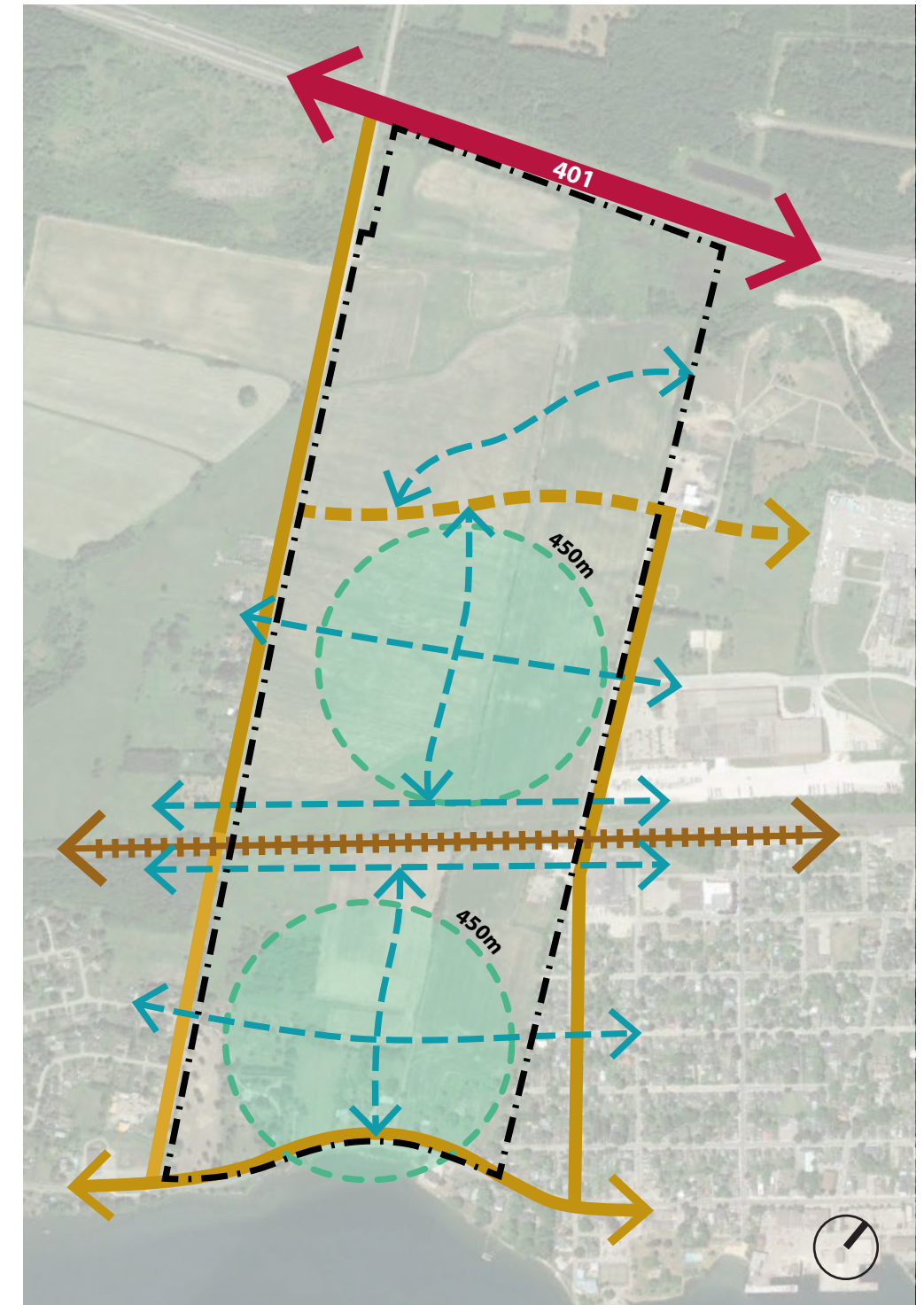


# Neighbourhood Structure

- Based on **5-min walkable** neighbourhood(s)
- Establishes neighbourhood **centres and edges**
- Identifies the extent of **environmental constraints** (i.e. Bradley Creek, Protection Zone Buffer)
- Highlights major **transportation corridors and networks**

## Legend


-  5 Minute Walking Radius
-  CN Railway Line
-  Highway 401
-  Arterial Road
-  Proposed Arterial Road
-  Proposed Collector Road
-  Study Area



# Open Space Structure

- Natural heritage systems, buffer zones, a potential locations of **new open spaces** and **active green corridor links**
- Buffers surrounding Bradley Creek identified
- Walkable and central **neighbourhood greenspace** locations integrated
- **Connectivity** to Prescott and waterfront via active linkages

## Legend

-  Potential Open Space/ Neighbourhood Centre
-  Proposed Active Transportation Network
-  Conservation Area/ Natural Heritage System
-  Bradley Creek
-  Bradley Creek Buffer (30m)
-  Study Area



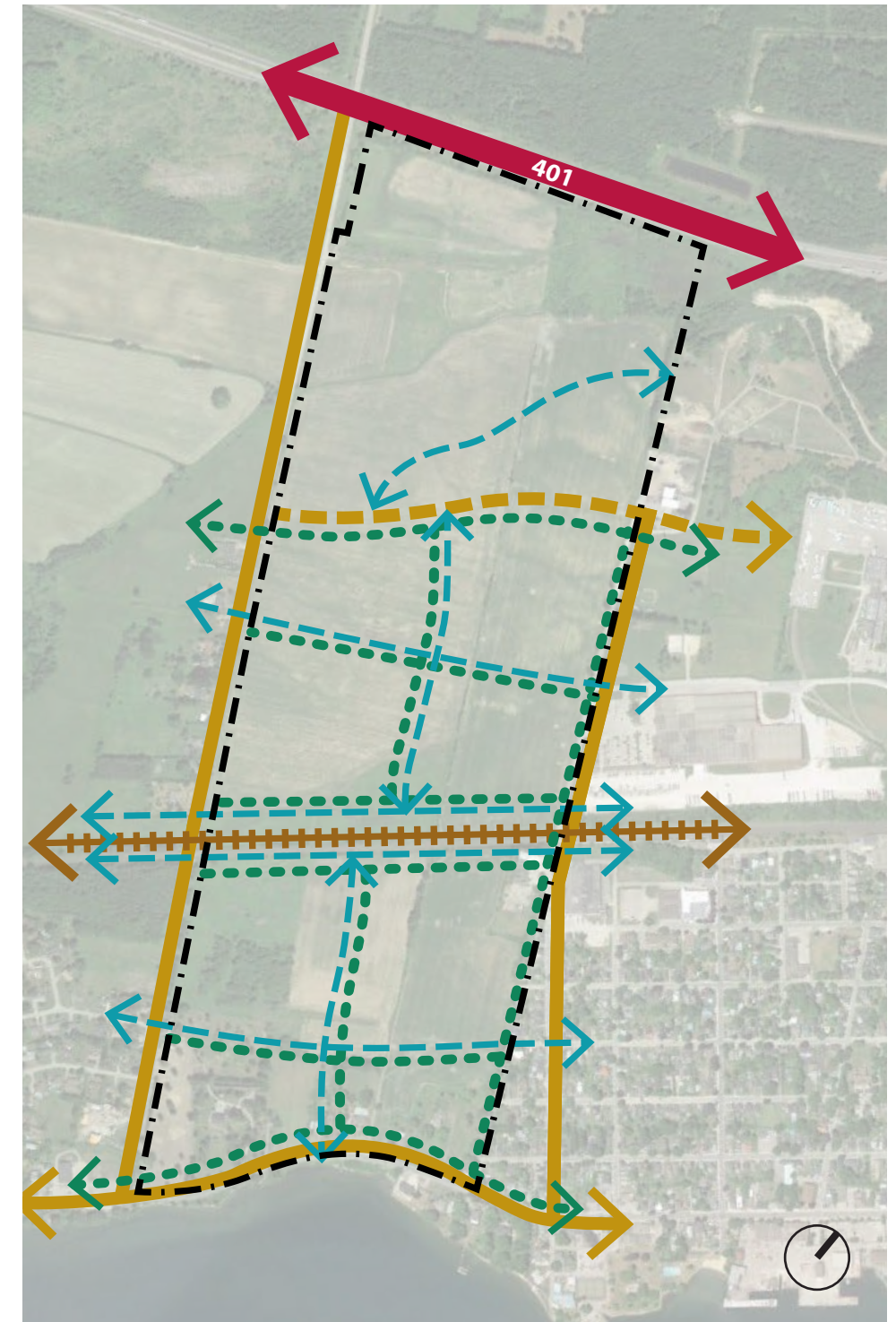


# Mobility Structure

- Highway 401 and CN Rail Corridors bound the lands to the north and south
- Existing and new **vehicle, cycling, and pedestrian linkages** identified
- Potential for new connections and **mobility network extensions** from Prescott
- **Active transportation networks** integrated into overall mobility structure
- CN Rail corridor may hold **active transportation opportunity**

## Legend

- ..... Proposed Active Transportation Network
- +++++ CN Railway Line
- Highway 401
- Arterial Road
- - - - Proposed Arterial Road
- - - - Proposed Collector Road
- · - · Study Area



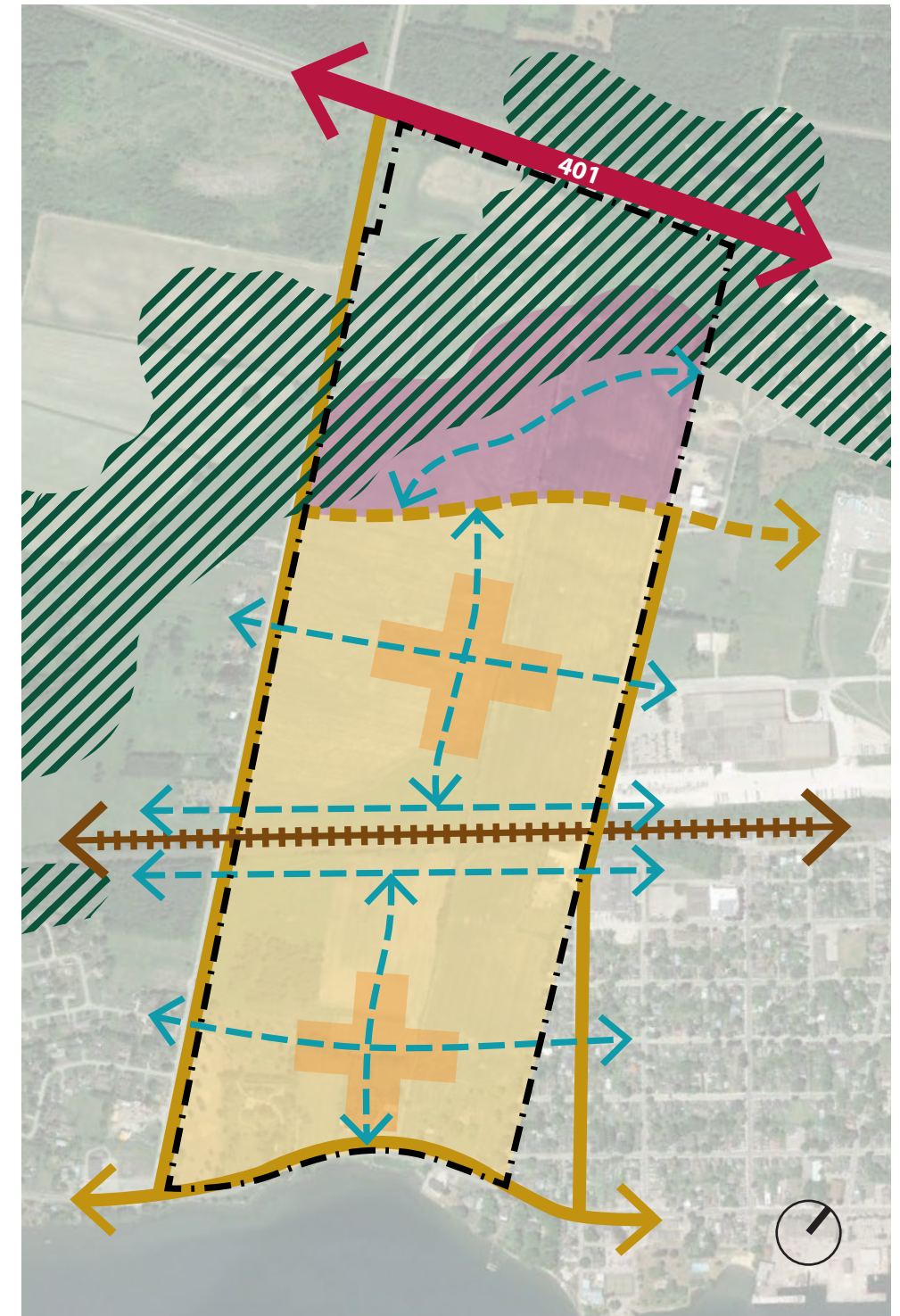


# Land Use Structure

- Central “**residential cores**” contemplated to accommodate more dense built forms
- **Residential typologies** range from single detached dwellings to low-rise apartments
- **Small scale commercial uses** may locate in residential core areas to serve the community
- **Light industrial, employment, and commercial uses** located in the northern portion
- **Open space** areas integrated in central locations

## Legend

- Residential Core Centre
- Residential
- Employment/Industrial
- Conservation Area/  
Natural Heritage System
- CN Railway Line
- Highway 401
- Arterial Road
- Proposed  
Arterial Road
- Proposed  
Collector Road
- Study Area





# Residential Built Form Precedents

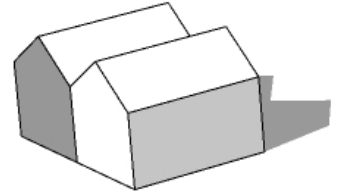
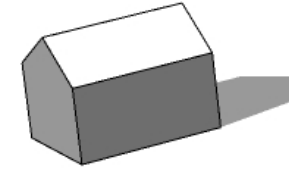
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*Single Detached Dwellings, Cornell, ON.*



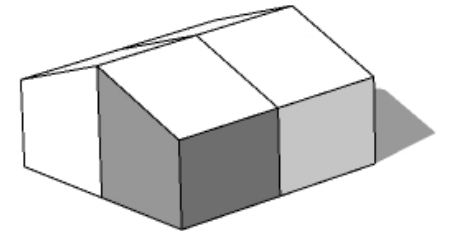
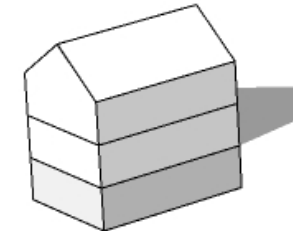
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# Residential Built Form Precedents

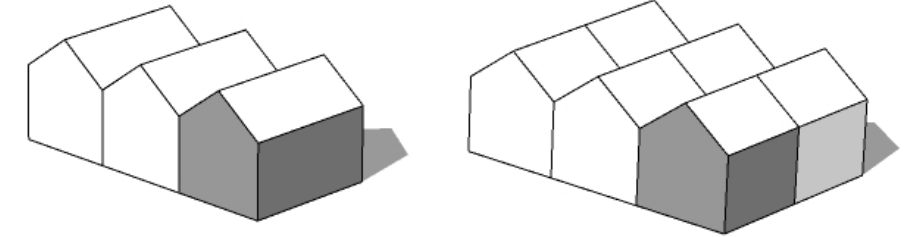
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*Townhouse Dwelling, Port Credit, ON.*



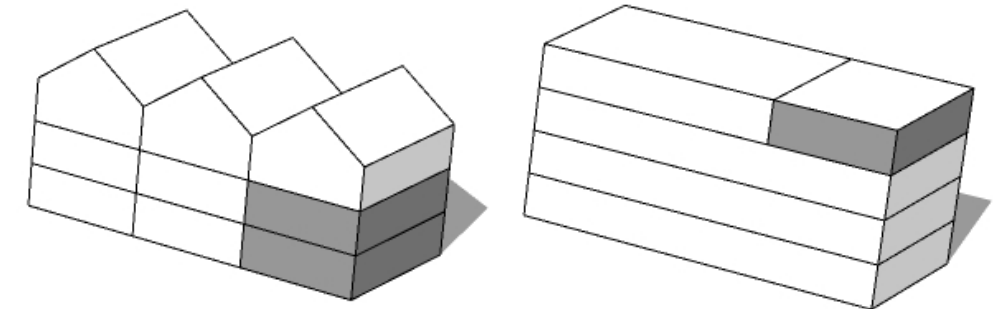
*Stacked Townhouse Dwelling, Ottawa, ON.*



*Back-to-Back Townhouse Dwelling, Stittsville, ON.*



*Low-Rise Apartment, Kitchener, ON.*





# Open Space Precedents

---



*Active and Passive Green Corridors*



*Parkettes*



*Urban Parks / Active Uses*



*Plazas*



*Mid-Block Pedestrian Connections*



*Naturalized Area / Stormwater Management*



# Streetscape Precedents

---



*Rural Streetscape*



*Street with Single Sidewalk*



*Streetscape with Two Sidewalks and Landscaping*



*Streets with Active Transportation Lanes*



*Streets with Multi-Modal Transportation and Landscape*

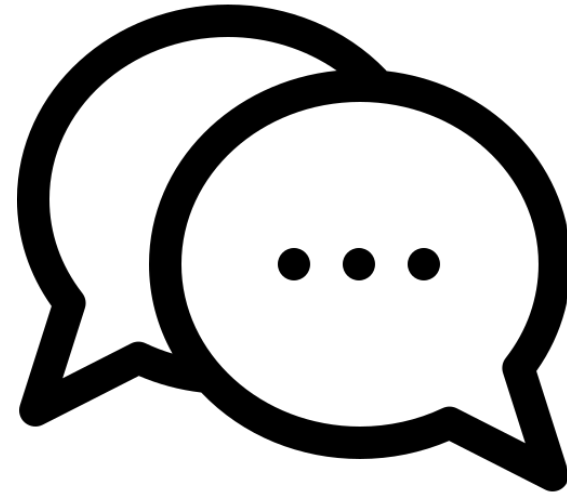


*Traffic Calming Street with Crosswalk*



# Question & Answer Period

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# Community Design Workshop

---

## *Emerging Land Use Options: Envisioning the Future of Augusta*

1. **Preliminary Structures:** What are the advantages or disadvantages of each of the structure diagrams? Are there any missing land uses or community elements which can be introduced?
2. **Connectivity:** What transportation, cycling, and pedestrian connections can be introduced, extended, or strengthened?
3. **Built Form:** What built form typologies do you envision locating in the Study Area? Where should they be located? What do you like or dislike about the precedent examples?

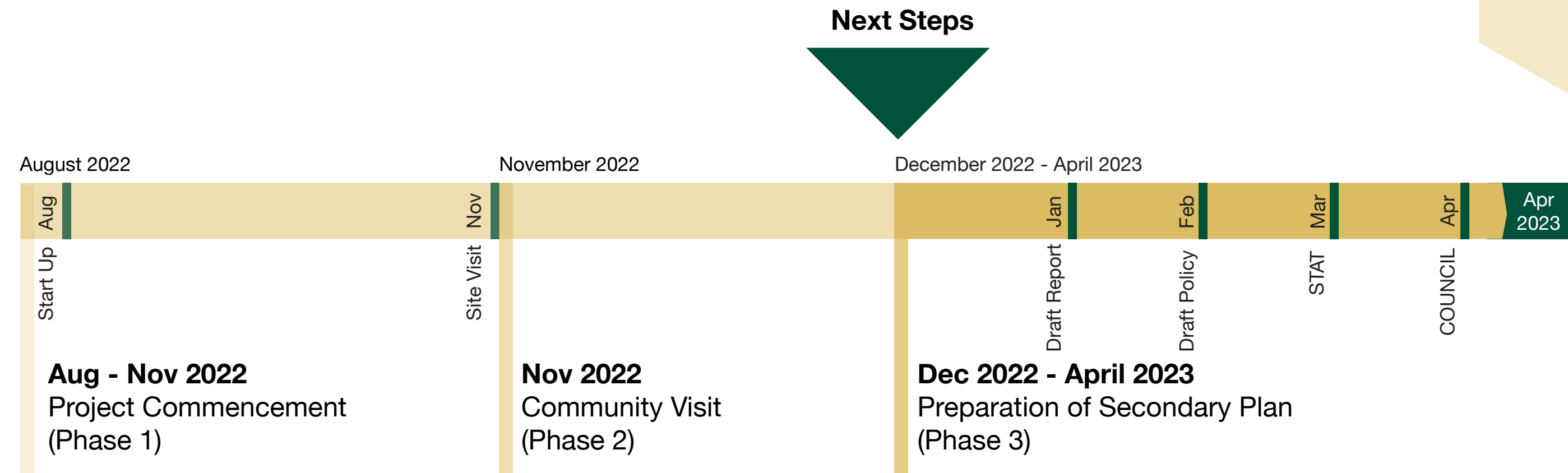


# Report Back

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***What we've heard...*** 

# Next Steps





# Stay Connected

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Please visit the project's website for more information by visiting:

***[www.augusta.ca](http://www.augusta.ca) > Business & Growth > Augusta Secondary Plan***

To submit questions or comments, or to be notified of the progression of the Secondary Plan Study, please email:

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