

10 SERVICES AND UTILITIES

10.1 Water and Sewage Disposal Facilities

10.1.1 General

Allocation Strategies	10.1.1.1	Water and sewage capacity allocation strategies will be prepared and maintained, in conjunction with the District Municipality of Muskoka, for all areas in Huntsville identified on Schedules B-1, B-2 and B-3 in order to monitor the approved and proposed developments in terms of allocations of existing plant capacities.
Holding By-law	10.1.1.2	Where rezoning would permit uses that would require a significant allocation of sewer and water capacity, a holding by-law may be used in order to facilitate phasing of development and to defer final allocation until construction is to proceed. The holding provision will be removed upon confirmation of servicing capacity by the District Municipality of Muskoka and appropriate agreements or other approvals have been entered into.
Fire Protection	10.1.1.3	Water supply for fire protection shall be provided to the satisfaction of the Fire Department.
Private Services	10.1.1.4	Development on private services shall be limited to low effluent producing uses which do not generate large quantities of liquid effluent or create discharge which would be an environmental hazard to ground water.
High Water Users	10.1.1.5	Implementing zoning by-laws will not permit “as of right” high water users or sewage generators on private services.
Conservation	10.1.1.6	Conservation measures that will result in the most efficient use of water and sewage facilities will be promoted and encouraged.
Zoning	10.1.1.7	Implementing zoning by-laws may prohibit the development of land unless municipal water and sanitary sewer services as required for the development and detailed herein are available.
Extension of Municipal Water & Sewer Services	10.1.1.8	Extension of municipal water and sewer services outside of the areas identified on Schedules B-1, B-2 and B-3 or the extension of single service areas shall not be permitted except where such works are undertaken as a municipal project, or to remedy a health hazard or an environmental concern.
Single Service Areas	10.1.1.9	The establishment of new single service areas shall not be permitted.

Extension of Services

10.1.1.10 The extension of services for reasons identified in 10.1.1.8 above, shall not confer, or be deemed to confer, development rights for abutting properties and further extensions from such services to surrounding properties shall not be permitted, except as permitted by this Plan.

Programs

10.1.1.11 The Town will encourage programs to provide full services to partially serviced areas to encourage intensification and increased density.

Requirements of the District of Muskoka

10.1.1.12 Notwithstanding any other provisions of this Plan, the servicing of development shall be subject to the requirements of the District of Muskoka, including, amongst other matters, the determination of availability and capacity of such services and the requirement for connection to such services.

10.1.2 Huntsville Urban Area

Full Services

10.1.2.1 Development shall proceed on the basis of full municipal water and sewage disposal services within the area designated for full Urban Services on Schedule B-1.

Phasing

10.1.2.2 The availability and extension of municipal water and sewer services will be a principal factor in establishing the phasing of development within the Huntsville Urban Area.

Single Services

10.1.2.3 Some areas of Huntsville are presently serviced with a single municipal service. The extension of full municipal services to existing single municipal service areas is encouraged.

Development prior to Services being available

10.1.2.4 Where full municipal water and sewer services are not yet available within the area identified for Full Urban Services, development should not occur until services are available. However, development of existing lots of record or infilling or lot creation of a limited nature may be permitted, where the extension of the service is not feasible, practical or available in the foreseeable future, and subject to the following:

- a) the uses are restricted to those of a 'low effluent producing nature';
- b) the use does not preclude the eventual connection to full services when they become available or does not preclude future urban intensification;
- c) as a condition of development approval, an agreement is entered into with the Town or the District to require the connection to full services when they become available;
- d) minimum lot standards for new lot creation shall be double those for the development if it were on full municipal services, and the lot shall be designed in such a manner

as to be able to be split in the future when full services are available;

- e) a private sewage disposal system (if required) can be accommodated on the lot;
- f) private individual sewage systems should be located within the yard adjacent to the street or in the side yard, where possible, in order to facilitate future connection to municipal sewers; and
- g) subject to such conditions as the District of Muskoka deems necessary respecting servicing.

Infill Definition

10.1.2.5 For the purposes of this section, infill or lot creation of a limited nature means the creation of a lot or lots between two existing lots of a similar nature and which are located on the same side of the road and are not more than 60 metres (200 feet) apart.

Future Service Area

10.1.2.6 Areas identified on Schedule B-1 as “Future Service Area” include lands that have been developed and which are not presently serviced with full municipal water and sewage disposal facilities. This Plan contemplates the eventual servicing of these areas with both municipal water and sewage disposal facilities. In the meantime, the provisions of Section 10.1.2.4 apply to any development in this area.

Lot Area

10.1.2.7 Where development is permitted on private services, lots shall have sufficient and suitable area to adequately accommodate such services, and shall satisfy the authority having jurisdiction with respect to the approval of private water supply or private sewage facilities. Class V (Holding Tanks) shall not be permitted except to remedy a problem or situation on an existing developed lot that would be unsuitable for any other system.

Scott Point

10.1.2.8 Notwithstanding anything to the contrary in this Plan, no new development is permitted on Scott Point in Lot 16, Concession 1, Chaffey Ward, in Fairy Lake, without full municipal sewer and water services.

District of Muskoka Requirements

10.1.2.9 New development shall be setback from the Huntsville Water Treatment Plant in accordance with the requirements of the District of Muskoka.

10.1.3 Hidden Valley

Full Service

10.1.3.1 Development shall proceed on the basis of full municipal water and sewage disposal services within the area designated for full Urban Services on Schedule B-2, except in extenuating circumstances as approved by the District Municipality of Muskoka and the Town.

Phasing	10.1.3.2	The availability and extension of municipal water and sewer services will be a principal factor in establishing the phasing of development within Hidden Valley.
Extension of Services	10.1.3.3	The extension of full municipal services to existing unserved or single municipal service areas is encouraged.

10.1.4 Port Sydney

Partial Services	10.1.4.1	Existing development in Port Sydney is presently serviced by private water and sewage disposal systems. One development (43 lots) is serviced by a piped municipal water system only.
Private Services	10.1.4.2	Due to servicing costs and constraints, Port Sydney will not be serviced by an expanded municipal water supply and/or sewage disposal system in the foreseeable future. Outside of the area designated as Water Service Area on Schedule B-3, new development shall proceed with private individual water supply and sewage disposal services.

10.1.5 Highway 60 Corridor

Full Services	10.1.5.1	Development shall proceed on the basis of full municipal water and sewage disposal services within the Highway 60 Corridor Service Area, as shown on Schedule B-2, except as specifically provided in Section 7.
District of Muskoka Requirements	10.1.5.2	New development shall be setback from the Huntsville Sewage Treatment Plant in accordance with the requirements of the District of Muskoka.

10.2 Road Network

10.2.1 Classification

Road Classification	10.2.1.1	Roads in the Town are classified by their jurisdiction, function and level of service into six categories, as shown on Schedule C: <ul style="list-style-type: none">• Provincial Highway 11;• Arterial Roads (provincial, district, local);• Rural Collector Roads (district, local);• Urban Collector Roads (district, local);• Local Roads, Year Round Maintenance; and• Local Roads, Seasonal Maintenance.
Future Roads	10.2.1.2	Future Roads have been identified under a number of categories, as shown on Schedule C: <ul style="list-style-type: none">• Future Arterial Roads

- Future Collector Roads
- Future Service Roads (required as a result of MTO Highway 11 interchange construction)

Private Roads

10.2.1.3 Private roads are not part of the municipal road system; however they do provide a local access road function. Where known, private roads are shown on Schedule C.

Location

10.2.1.4 The location of roadways and symbols shown on Schedule C are approximate. The actual road alignment and related construction shall be determined after more detailed study.

10.2.2 General Policies

Road Network

10.2.2.1 The Town encourages the development and integration of a road network that ensures safe, convenient and efficient movement of people and goods having regard for the natural and physical features of the Town.

Pedestrians

10.2.2.2 The Town recognizes that the road network serves pedestrian and non-motorized vehicles in addition to vehicular traffic.

Multi-Use Rights-of-way

10.2.2.3 The Town will endeavour to provide an efficient system of pathways for pedestrians and non-motorized vehicles in appropriate locations in the Town. The Town supports these facilities within multi-use road rights-of-way, including on Provincial or District rights-of-way.

Road Design

10.2.2.4 Roads shall be built according to principles of good civic design, and shall incorporate tree planting, landscaping, sidewalks, bicycle paths, medians and boulevards, where appropriate. Where roads are being reconstructed, and where feasible, paved shoulders or trails shall be provided to allow for non-motorized vehicles.

Pedestrian Facilities

10.2.2.5 In the Huntsville Urban Area, the reconstruction of existing roads and the construction of new roads shall include safe, convenient and attractive pedestrian facilities such as sidewalks or trails, curb ramps and pedestrian signals where warranted. On some low volume roads, pedestrian facilities may not be needed.

Truck Routes

10.2.2.6 Heavy truck traffic may be restricted to designated truck routes to minimize the negative impact that this traffic will have on residential areas.

Entrances

10.2.2.7 Entrances shall only be considered where adequate sight lines can be maintained and where approved by the applicable road authority. New entrances are discouraged on hills or curves and on lands of environmental significance such as wetlands and lands of environmental constraint, including flood plain.

Capacity

10.2.2.8 Development will only be permitted on roads that have the capacity to accommodate the increased traffic generated by that

development. Where appropriate, such roads shall be brought up to an acceptable standard as a condition of development approval.

Sensitive Lighting

10.2.2.9 Sensitive lighting of roadways is encouraged for new road development; retrofitting of old lighting is encouraged.

10.2.3 Provincial Highway 11

Highway 11

10.2.3.1 Highway 11 is a divided multi-lane highway, designed to carry large volumes of traffic over long distances. No direct access from Highway 11 to abutting properties will be permitted.

Adjacent Uses

10.2.3.2 Uses adjacent to Highway 11 should be appropriate and compatible with the existing function of the roads, and future plans for upgrading/widening the road. Noise Impact Assessments may be required for sensitive land uses (e.g. residential, institutional).

Setback

10.2.3.3 Development adjacent to Highway 11 shall be set back in accordance with the requirements of the Ministry of Transportation (MTO) or the Town, whichever is greater.

Interchanges

10.2.3.4 Existing and proposed interchanges along Provincial Highway 11 shall be protected in accordance with the policies and regulations of MTO. Existing and future Highway interchanges are shown on Schedule C.

Service Roads

10.2.3.5 Service roads are proposed in connection with the closing of certain intersections along Highway 11 and the construction of new controlled access interchanges. Such roads will be constructed to the standards set by MTO. In general, such roads shall be treated as Rural Collector Roads.

Scenic Character

10.2.3.6 Every effort shall be made to preserve and protect the scenic amenity of the Highway #11 corridor. Retention of existing mature trees or planting of a new native species shall be encouraged in appropriate locations, and required as conditions of development approval.

Trail Crossings

10.2.3.7 The Town encourages the development of recreational trail crossings at highway interchanges to provide safe and convenient access across the Provincial Highway right-of-way.

10.2.4 Arterial Roads

Arterial Roads

10.2.4.1 Arterial Roads provide for through traffic movements between activity areas and across the Town. They generally link Provincial Highways and other Arterial Roads, settlement areas and transportation corridors outside the Town. They provide service to commercial, industrial, residential and major recreational areas.

Entrances

10.2.4.2 Development shall satisfy the applicable criteria of MTO and the

District related to road entrances and frontage. Access to and building setbacks from arterial roads are subject to the policies and by-laws of MTO, the District of Muskoka, or the Town, depending on jurisdiction.

Provincial
Highways

10.2.4.3 In addition to all the applicable municipal requirements, all development adjacent to provincial highways is also subject to the safety and geometric requirements and permits of the Ministry of Transportation.

Multi-Use
Rights-of-way

10.2.4.4 The Town will encourage the possibility of developing bicycle and walking paths and multi-use non-motorized pathways in rights-of-way adjacent to arterial roads, where appropriate.

Carrying
Capacity

10.2.4.5 The Town will maintain and protect the traffic carrying capacity of arterial roads through measures such as:

- controlling strip development and multiple single user driveways;
- minimizing the number and restricting the location of intersecting streets and driveways along arterial roads;
- controlling driveway access through site plan control or 0.3 metre (1 foot) reserves;
- prohibiting signs, vegetation, fences or structures which obstruct the visibility of traffic signs and devices or which constitute traffic hazards.

Access
Restrictions

10.2.4.6 Access to arterial roads shall be limited to the extent that such access will not interfere with the primary function of moving through traffic.

Scenic
Character

10.2.4.7 Every effort shall be made to preserve and protect the scenic amenity of the Highway #60 corridor. Retention of existing mature trees or planting of a new native species shall be encouraged in appropriate locations, and required as conditions of development approval.

Right-of-way
Width

10.2.4.8 The minimum right-of-way width shall be 26 metres (85 feet), or the standard of the road authority.

Brown's Road

10.2.4.9 The future arterial road shown connecting West and East Brown's Road shall be developed in accordance with an approved Class Environmental Assessment.

10.2.5 Rural or Urban Collector Roads

Collector Roads

10.2.5.1 These roads are designed to carry traffic between arterial and local roads, providing access to abutting properties and community facilities.

Function	10.2.5.2	The policy is to ensure that local collector roads provide their intermediate and local traffic carrying function and at the same time discourage non-local/through traffic.
Right-of-way Width	10.2.5.3	The minimum right-of-way width for Collector Roads shall be 26 metres (85 feet), unless a transportation study provides for a different width.
Multi-Use Right-of-way	10.2.5.4	The Town will encourage the possibility of developing bicycle paths and multi-use non-motorized pathways in rights-of-way adjacent to collector roads, where appropriate.
Rural Entrances	10.2.5.5	Driveway entrances onto Rural Collector Roads shall not interfere with the through traffic function of the roadway.
Urban Entrances	10.2.5.6	Driveway entrances onto Urban Collector roads shall be designed to provide safe access.
	10.2.5.7	Development shall satisfy the applicable criteria of the District related to road entrances and frontage. Access to and building setbacks from collector roads are subject to the policies and by-laws of the District of Muskoka, or the Town, depending on jurisdiction.
Road Locations	10.2.5.8	The specific alignment of new collector roads in the developing areas of the Huntsville Urban Area has not been shown on Schedule C. Such roads will be identified and developed as part of any Secondary Plan for such areas or as part of the subdivision approval process where no Secondary Plan is required, and as recommended in Transportation Studies that are approved by the Town.

10.2.6 Local Roads – Year Round Maintenance

Local Roads	10.2.6.1	These roads are designed to provide for local traffic movement and access to abutting properties. In the case of residential areas, these roads normally shall be designed with narrower width than collectors and should also be designed to discourage non-local traffic.
	10.2.6.2	All roads not otherwise identified on Schedule C shall be considered Local Roads.
Right-of-way Width	10.2.6.3	The minimum right-of-way width for Local Roads shall be 20 metres (66 feet), unless reduced right-of-way widths are considered by the Town to accomplish specific urban design objectives.
Secondary Plan	10.2.6.4	Where a Secondary Plan has been prepared which considers the suitability of alternative development standards, including road widths, reduced rights-of-way may be considered by the Town for specific developments.

10.2.7 Local Roads – Seasonal Maintenance

Seasonal Roads

10.2.7.1 These roads provide a local access function, but are only maintained by the Town on a seasonal basis. They are usually constructed at a standard that precludes proper year round maintenance.

Town Standards

10.2.7.2 The year-round maintenance of seasonally maintained public roads is generally discouraged. However, the Town may provide year-round maintenance provided that the road is brought up to the appropriate municipal standard by the affected landowners and is assumed by Council.

Location

10.2.7.3 Seasonally maintained municipal roads have been identified on Schedule C. An amendment to this Plan is not required if the Town expands year round maintenance to such roads.

10.2.8 Private Roads

Assumption of Private Roads

10.2.8.1 The assumption of private roads for public road purposes is generally discouraged. However, the Town may, at its sole discretion, assume any private road, provided:

- a) the road is brought up to an acceptable municipal standard;
- b) a 20 metre (66 foot) right-of-way width is obtained; and
- c) the costs of upgrading the road are borne by the affected property owners, or, where a number of landowners are involved, the Town may proceed by way of local improvement by-laws as a mechanism to cover costs.

No Official Plan Amendment Required

10.2.8.2 An Amendment to this Plan is not required if the Town acquires and maintains a private road.

10.3 Road Widening

Road Widening

10.3.1 In the case of development or redevelopment of property abutting a Town road, the Town may require the dedication of land for road widening purposes, as authorized by the Planning Act, in any applications dealing with plans of subdivisions, consents or site plan approval. The dedication free of all charges and encumbrances to the appropriate authority of the following may be required:

- a) widening of the road allowance to Town standards along the abutting or immediately adjacent lot line or part thereof. The road allowance standards of any highway under the jurisdiction of the Town may be widened, as required, for such matters but not limited to, additional turning lanes, curve alignments, sidewalks, utilities and road cuts and embankment slopes, to a width of 26 metres (85 feet).

- b) dedication of sight triangles and turning lanes primarily at the intersection of public roads, to meet engineering standards or other road related by-laws of the Town or other applicable standards where such dedication would extend beyond the road allowance widths as stated in (a) above.
- c) dedication of an area necessary to construct grade improvements, separations or road alignments where the proposed development requires such improvements respecting traffic volumes or hazards to the Town road onto which the proposed development abuts or is immediately adjacent to, which extends beyond the road allowance widths as stated above. Such dedication may only be to the requirements prescribed in the road related by-law of the Town or applicable Provincial requirements.

Town Standards

10.3.2 The construction, assumption and maintenance of roads shall be subject to the prescribed road related by-laws of the Town of and other applicable standards.

Town Responsibility

10.3.3 Nothing in this section shall limit the right of the Town to open, improve or maintain any roadway as part of its capital works program(s).

10.4 Municipal Transit

Transit

10.4.1 The Town currently operates a limited municipal transit system. Over the next two decades, as the urban population increases, there may be a need to consider the establishment of a full municipal transit system.

Development

10.4.2 The following considerations will be made in relation to new development:

- a) subdivision plans will be designed to provide all lots to be within an acceptable walking distance to potential transit services, and include the provision of public walkways, wherever necessitated, to provide convenient access to future bus routes;
- b) site plans, particularly for retail commercial establishments, shall incorporate transit measures (e.g. room for shelters or seating areas at bus stops) in their designs, with future bus routes provided within the parking/driveway areas of the developments (i.e., at the entrance to the facility and not the road intersection);
- c) higher density of uses (apartments, commercial, senior citizen projects, institutional uses) shall be located along or adjacent to arterial and collector streets that may have transit service; and
- d) a compact urban form, strong downtown and grouping of development shall be promoted in order to facilitate transit use.

10.5 Railways

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| Rail Infrastructure | 10.5.1 | The Town acknowledges the importance of rail infrastructure and recognizes its critical role in long-term economic growth and the efficient and effective movement of goods and people. The use of rail for the transport of goods is encouraged to ensure the continued viability and to protect the ultimate capacity of the rail facilities. Strategic infrastructure improvements such as targeted grade separations are encouraged where appropriate. |
| Transport Canada | 10.5.2 | All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Town and CN. Where applicable, the Town will ensure that sightline requirements of Transport Canada are addressed. |
| Noise Studies | 10.5.3 | The Town may require noise studies for residential or other sensitive land uses located within 300 metres (1,000 feet) of the railway right-of-way, to be prepared to the satisfaction of the Town and CN. |
| Vibration Studies | 10.5.4 | The Town may require vibration studies for residential or other sensitive land uses located within 75 metres (246 feet) of the railway right-of-way, to be prepared to the satisfaction of the Town and CN. |
| Residential Development | 10.5.5 | New residential development may be permitted within 300 metres (1,000 feet) of a rail yard provided that applicable provincial policies and guidelines, including MOE noise assessment and land use compatibility guidelines, have been addressed and the Town and CN are satisfied that appropriate measures to mitigate any adverse effects have been undertaken and it has been demonstrated that there will be no negative impacts on the long term function of the rail yard. |
| Rail Yard | 10.5.6 | The Town may require noise studies for residential or other sensitive land uses located within 1,000 metres (3,300 feet) of a rail yard, to be prepared as required, and to the satisfaction of the Town and CN, to support the feasibility of the development. |
| Implementation | 10.5.7 | Implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses and/or environmental easements, will be secured through appropriate legal mechanisms, to the satisfaction of the Town and CN. |

10.6 Airports

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| Airports | 10.6.1 | The Town encourages Transport Canada to consult with the Town prior to making decision on new airports in the Town. |
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10.7 Pipelines and other Utilities

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| Public Uses | 10.7.1 | The Town or other public utilities may use any land for the purpose of public service subject to the following criteria: <ul style="list-style-type: none">• Any building or structure shall be required to comply with the height, coverage and yard requirements prescribed in the Zoning By-law for the area;• Satisfactory parking standards are maintained;• Outside storage of goods, material or equipment shall only be permitted if otherwise permitted in the Zone in which the use is located; and• Any building or structure in a residential area shall be designed and maintained in general harmony with the type permitted in any residential area. |
| TransCanada Pipelines | 10.7.2 | TransCanada PipeLines Limited operates high pressure natural gas pipelines within its rights-of-way which cross through the Town and are identified on Schedule C to this Plan Any development within 200 metres (656 feet) of the TransCanada's facilities may affect the safety and integrity of the pipelines. |
| Setback | 10.7.3 | TransCanada is regulated by the National Energy Board which, in addition to TransCanada, has a number of requirements regulating development in proximity to the pipelines. This includes approval requirements for activities on or within 30 metres (100 feet) of the right-of-way such as excavations, blasting and any movement of heavy equipment. |
| Consultation | 10.7.4 | The Town shall require early consultation with TransCanada for any development proposals within 200 metres (656 feet) of its facilities. |
| Setback | 10.7.5 | All permanent structures and excavations shall be located at least 7 metres (23 feet) from the limits of TransCanada's right-of-way. Accessory structures and lots with side yards abutting the right-of-way shall have a minimum setback of at least 3 metres (10 feet) from the limit of the right-of-way. |
| Parkland | 10.7.6 | In areas of urban development, the Town will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights. |

10.8 Public Landfill Sites & Sewage Lagoons

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| Solid Waste Management | 10.8.1 | The District of Muskoka has responsibility for solid waste management. As such, proposals that negatively impact on the ability of the District to provide an efficient and cost effective service will not be permitted. |
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Setback	10.8.2	No development will be permitted within 30 metres (100 feet) of any waste disposal site. Conversely, no waste disposal site will be permitted within 30 metres of any other development.
Technical Reports	10.8.3	Where new development is proposed within 500 metres (1,640 feet) of a waste disposal site or a waste disposal site is proposed within 500 metres (1,640 feet) of any development, a preliminary technical report will be prepared. The report will evaluate the presence and impact of any adverse effects or risk to health and safety, and identify any remedial measures that should be taken to mitigate any concerns.
Influence Area	10.8.4	A preliminary technical report may also be required where there is reason to believe that the influence area of a waste disposal site extends beyond the 500-metre (1,640-foot) distance. In the case of operating sites, a modified influence area may be applied where information such as monitoring or a closure plan is available to justify a change in the radius or shape of the 500-metre (1,640-foot) area of influence.
Technical Report	10.8.5	A comprehensive technical report will be prepared and implemented where a need for further analysis is identified in or through the review of a preliminary technical report.
Abandoned Waste Disposal Sites	10.8.6	Prior to development proceeding in close proximity to an abandoned waste disposal site, the authority having jurisdiction to approve the application and the District of Muskoka will be satisfied that there will be no adverse effects or risk to health on the development from the waste disposal site.

10.9 Private Waste Disposal Sites

Tire Disposal	10.9.1	New private tire disposal sites and hazardous waste sites will not be permitted in the Town. Tire transfer sites will only be permitted where they are ancillary to a tire recycling operation located on the site.
Other Private Disposal or Transfer Sites	10.9.2	The establishment of other types of private waste disposal or transfer sites will be discouraged. However, where an application for a new waste disposal or transfer site, has been received, the following review process will be implemented: <ul style="list-style-type: none">a) Where a site is over 2.5 hectares (5 acres) or includes ignitable waste a District Official Plan Amendment is required.b) Where a site is 0.4 hectares to 2.5 hectares (5 acres), a local Official Plan Amendment is required.c) Where a site is less than 0.4 hectares (1 acre), a local approval process that includes a public review will be required.d) Hydrogeological and Environmental Impact Studies are submitted to and approved by the authority having jurisdiction.

In addition, new private waste disposal or transfer sites with outside storage or fill areas will only be permitted in the Rural Area.

Criteria for New Sites

10.9.3 The following are minimum standards for the location of new private solid waste disposal sites:

- a) The site will not be subject to flooding and will be located so that no direct drainage leads to a watercourse.
- b) Drainage from the site that may cause pollution will not be discharged into any watercourse or leach into the groundwater.
- c) Drainage from the site will not adversely affect adjoining property owners and natural drainage will not be obstructed.
- d) The site will be at least 500 metres (1,640 feet) from any watercourse.
- e) The site will not be located on fractured bedrock without appropriate mitigating measures to ensure the long term protection of the groundwater in the area.
- f) Access roads and on-site roads will be provided so that vehicles hauling waste to an on the site may travel readily on any day under normal weather conditions.
- g) A green belt or natural zone will be provided around the site and the site will be screened from public view.
- h) The site will be at least one kilometre (0.6 miles) from the nearest residential dwelling and at least 500 metres (1,640 feet) from the nearest public road.
- i) Emergency services can access all portions of the site effectively and efficiently.

Solid Waste

10.9.4 In reviewing a new private solid waste disposal site the following matters, among other, will be addressed on site and in the surrounding area to the satisfaction of the approval authority:

- a) Compatibility with surrounding uses;
- b) Geologic, biologic and hydrologic conditions and suitability;
- c) Location, condition, traffic and loading capacity of haul routes;
- d) Progressive rehabilitation sequences during the life cycle of the site including after active use management and use;
- e) Buffering, screening and security of the site;
- f) Monitoring program for on-site and off-site impacts with a mitigation plan to address potential problems; and
- g) Posting of performance securities.

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| Public Awareness | 10.9.5 Programs to promote public awareness of waste issues, innovative approaches to waste reduction and a better understanding of the environmental effects of waste of all sorts will be encouraged. |
| Waste Reduction | 10.9.6 Residents, businesses and institutions are encouraged to become involved in the development and operation of innovative methods of reducing or diverting waste that they generate. |

10.10 Storm Water Management

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| Storm Water Management | 10.10.1 All major residential, commercial, industrial, and institutional development proposals shall be accompanied by a Storm Water Management (SWM) Report. The SWM Report shall be prepared by a qualified professional to the satisfaction of the Town and the appropriate approval authorities in accordance with the following criteria: <ul data-bbox="470 766 1429 1522" style="list-style-type: none">• A storm water management system that considers the most appropriate storm water practices as may be deemed appropriate by the Town;• A storm water quality system that meets the appropriate level of protection as may be set out by the Town, the Ministry of Environment;• A storm water quality system which ensures that post-development run-off rates will not be greater than the pre-development run-off rates;• A storm water management scheme that identifies and minimizes the impacts of development on watershed flow regimes, including the relationship between groundwater, infiltration, discharge and interflow;• A storm water management scheme that promotes the use of centralized facilities; and• A storm water management scheme that identifies that the placement of facilities such as detention ponds will be directed away from stream corridors and hazardous areas such as steep slopes and lands susceptible to flooding. |
| Shoreline Protection | 10.10.2 Management of storm water on site is an important component leading to shoreline protection. As a condition of approval, including the issuance of building permits, appropriate storm water controls shall be implemented to ensure that increased run off does not reach the waterbody. Remedial drainage work will be designed so that such work will not negatively affect adjacent lands, habitat or water resources. |
| Zoning | 10.10.3 All storm water management facilities, such as detention ponds, in a plan of subdivision may be placed in a restrictive zone category in the implementing zoning bylaw to reflect the potential flood hazard and to maintain their long-term function. |

Design	10.10.4 Where practical and feasible, storm water management facilities shall be designed for open space use and integrated, where possible, into the Town's Open Space network.
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10.11 Unopened Road Allowances

Road Allowances	10.11.1 The Town may, at its sole discretion, and subject to whatever conditions are deemed appropriate, open and improve any portion of a road allowance to permit its use by public vehicular traffic. Nothing shall limit the right of the Town to open, improve or maintain any roadway as part of its capital works program(s).
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No Official Plan Amendment Required	10.11.2 An Amendment to this Plan is not required if the Town opens and improves any portion of an unopened road allowance.
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Closing Original Shore Road Allowances	10.11.3 Where original shore road allowances have been laid out in the original survey of a Town or reserved in a patent from the Crown, the Town may pass by-laws to stop up and sell such road allowances in accordance with applicable Municipal Act requirements, provided that:
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- a) the portion of the road allowance to be closed has no present or foreseeable future municipal use of public road or pedestrian travel, public waterfront areas, public access and portage, or any other municipal purpose; and
- b) only the portion of the road allowance above the controlled or normal high water mark is conveyed out of public ownership.

Natural Features	10.11.4 Where the portion of the road allowance to be closed abuts or provides access to significant fish spawning areas, wildlife habitat, other environmentally significant features or significant historical or cultural features, such road allowance may be closed provided the impact of the road closing on these features is mitigated to the satisfaction of the Town.
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Encroachments	10.11.5 In certain cases, portions of the shoreline road allowance or crown reserve could be closed to deal with existing building encroachments. In these instances, only a small building envelope should be closed.
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Leasing	10.11.6 Where no present municipal use exists for a specific portion of such a road allowance but there is a foreseeable future municipal use, such portion may be stopped up and leased only for such length of time as the Town deems reasonable, provided that only the portion of the road allowance above the controlled or normal high water mark is leased.
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Road Allowances Leading to Water	10.11.7 Road allowances leading to water shall be retained in public ownership whether or not they have potential for access to the water, and shall remain as part of the open space/non development land base around the lake, except where alternate access is provided by an applicant to the satisfaction of the Town. Where there are existing building encroachments, the Town may consider leasing the area of the
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encroachment to the abutting property owner. When such a property is redeveloped, the encroachment should be discontinued.

Public Access
Points

10.11.8 Existing public access points, which may include boat docking and launching facilities, shall be protected from encroachment by other uses. Such facilities shall be maintained to reduce the impact of the uses on the surrounding natural environment.

Portages

10.11.9 Existing portages shall be identified and protected from encroachment by other land uses, and may be acquired by the Town or through a land trust or conservation easement.

Conservation
Easements

10.11.10 The Town may consider, as a condition of closing and selling a shore road allowance, retaining a conservation easement over those parts of the road allowance that are to remain in their natural state or be otherwise protected, to ensure the long term protection of the shore lands.