

4.0 PUBLIC SERVICE FACILITIES

4.1 Educational, Fire, Police and Health Care Facilities

Educational facilities (schools), fire, police and health care facilities are available to residents of the Planning Area. However, some of these facilities are centred in adjacent urban areas such as the Town of Perth. The intent of the Plan is to ensure that there is adequate capacity of such facilities to accommodate projected growth over the Planning Period.

The policy of this Plan is to monitor the impact of development applications on the residual capacity of public service facilities by consulting and circulating applications for comment to agencies which deliver these services. A more formal review of the capacity will be undertaken as part of the five year review of the Plan.

4.2 Water Supply and Sewage Disposal

4.2.1 Policy Overview

The Provincial Policy Statement identifies a servicing hierarchy of which full municipal water and sewage disposal services are the preferred form of servicing for urban areas. (See Reference box for hierarchy and definitions of water and sewage disposal services.) It is the intent of Council, in having regard for this statement, to balance the servicing needs of the area with the character of development. Traditionally low densities in the hamlets have not necessitated full municipal services. The intent of the Plan is to conserve this character by requiring larger lot sizes which will not require costly services. Conversely, full municipal services in the more densely developed village of Lanark has been identified by Council as a priority and servicing studies have or are being undertaken. The intent of the Plan is make provision for this level of servicing in the short term.

In the Rural Area, low density development will continue to prevail and on-site (private) services will continue to be the basis for servicing. The exception will be larger scale developments such as a recreational vehicle park, rural co-operative etc., where communal services may be required.

Where applicable, Council will have regard for Ontario's "*Drinking Water Protection Regulation 459/00*", where applicable, which is intended to ensure that Ontarians have access to a safe drinking water supply. This regulation applies both to municipally owned and operated water supply systems as well as private communal systems.

Hierarchy of Sewage and Water Disposal Systems

Sewage and water systems:

Full municipal sewage and water services:

means piped sewage and water services that are connected to a centralized water and waste water treatment facility.

Communal services:

means sewage works and sewage systems, and water works that provide for the distribution, collection or treatment of sewage or water but which:

- are not connected to *full municipal sewage and water services*;
- are for the common use of more than five residential units/lots; and
- are owned, operated, and managed by:
 - the municipality; or
 - another public body; or
 - a condominium corporation or single owner which has entered into an agreement with the municipality or public body, pursuant to Section 51 of the *Planning Act*, providing for municipal/public body assumption of the communal services in the event of default by the owner.

Individual on-site systems:

means individual autonomous water supply and sewage disposal systems, that are owned, operated and managed by the owner of the property upon which the system is located and which do not serve more than five residential units/lots.

Partial services:

means connection to one *communal service* or *full municipal service* where the other connection will be to an *individual on-site system*.

Source: Provincial Policy Statement

4.2.2 Municipal Water and Sewer Services

It is the policy of Council to ensure that the density of development within the Planning Area does not result in the need for piped water and sewer services in Hamlets. In the review of Planning applications, it is Council's intent to ensure that the lot sizes are sufficiently large to make them self-sustaining for the purposes of water supply and sewage disposal. In Lanark village, the intent of Council is to provide for full municipal (piped) services and is currently working towards that end. Once installed, existing and new development will be expected to connect to these services.

In the selection of a site for a municipal sewage disposal system (e.g. waste stabilization lagoon) and in making planning decisions on development in the vicinity of such a site after installation, Council will ensure that an adequate separation distance is established to mitigate odour and/or other impacts of the sewage disposal system on sensitive land uses (see definition in **Section 3.5.3 (4)**).

Reference should be made to the Ministry of the Environment's Guideline D-1, Land Use Compatibility and Guideline D-2, Compatibility between Sewage Treatment and Sensitive Land Uses in establishing separation distances.

4.2.3 Individual On-Site Systems

1. Lands throughout the Planning Area may currently be serviced by individual on-site (private) sewage disposal systems. Planning applications for new development shall be supported by a terrain analysis or an assimilation capacity study satisfactory to meeting the approval requirements of the *Environmental Protection Act*: e.g.
 - A. Where the total effluent discharged by one or more sewage systems is 10,000 litres/day (2,200 gallons/day) or less, and the system(s) will be entirely within the bounds of the lot, the approvals will be governed by the *Building Code Act*.
 - B. Where the total effluent discharged by one or more sewage systems is greater than 10,000 litres/day (2,200 gallons/day), the approval authority will be the Ministry of the Environment. The associated hydro-geological study shall demonstrate soil suitability, sufficient area for effluent treatment and site suitability for the disposal system.
 - C. A water supply assessment report may be required for proposals using a

groundwater source i.e. well, to demonstrate that there is an adequate supply (quantity and quality) and that there will be no interference from sewage disposal or draw down of the water table. (*Reference should be made in this regard to the Ministry of the Environment's "Technical Guideline for Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment".*) Consideration shall be given to the cumulative impact of development on the available water supply. A water budget for users may be required in this regard.

2. For plans of subdivision, a servicing options report in accordance with Ministry of the Environment Guidelines will be required.
3. Well construction standards will be required to meet Ontario Regulation 903 for lands serviced with an on-site (private) water supply (i.e. well).

4.2.4 Communal Services

Council may consider communal services (water and/or sewage) for multiple lot/unit development (more than five lots/units).

Prior to considering the need for a communal system, Council shall be satisfied that the following criteria are considered:

1. That the proposed density of development is essential to the viability of the project and that other development or servicing options have been thoroughly considered i.e. different location, method of servicing, acquisition of a larger land holding etc., and that as a result, the only reasonable or economical alternative is a communal system.
2. That the potential for remedial measures has been adequately investigated with respect to health related matters i.e. well contamination, nutrient management, and that no reasonable or economical alternative exists for resolving such health concerns than to install a communal system.
3. That the Ministry of the Environment has issued an order under the *Environmental Protection Act* requiring the installation of a communal system and/or the proposed communal system qualifies for Certificate of Approval from the Ministry.
4. That the proposed owner/operator has prepared an appropriate business plan to establish an appropriate cost structure for the installation and operation of the communal system(s).

5. That a financial security can be established i.e. trust fund, to offset potential capital or operational costs arising from the default of the operator.

Where such a system is deemed to be necessary based on the above criteria and is approved, Council will assume responsibility or ownership after the issuance of a Certificate of Approval. (*Note: this may include a Permit to Take Water under the Ontario Water Resources Act.*) Council may choose to operate the system or may consider entering into a legal agreement for the operation and maintenance of the system on a private basis subject to the approval of the Ministry of the Environment. The legal agreement shall contain financial assurance provisions which will ensure funds for operation and routine maintenance as well as a secured fund for capital improvements should repair or replacement of the facility become necessary. In addition, the legal agreement shall set out the following:

1. Operating and Maintenance Standards.
2. A definition of Default.
3. An outline of remedial action.
4. Registration on title of the subject property.
5. Easements, where required.

Council will assume responsibility for the communal system should the system fail or should the operator fail to operate or maintain the system according to the agreement and will utilize the financial security as needs be in the operation/repair of the communal system.

For the purposes of this Plan, Communal Services means sewage works and sewage systems and water works that provide for the distribution, collection or treatment of sewage or water, but which are not connected to full municipal sewage and water services; are for the common use of more than five residential or non-residential lots or units; and are owned, operated, and managed by the municipality, another public body, a condominium corporation or single owner under an agreement pursuant to the *Planning Act*.

4.3 Storm Water Management and Drainage

It is Council's policy that storm water management shall be required for development principally in built-up areas such as the village or hamlets and for major rural development including all subdivisions, industrial, commercial and golf course developments as a preventative approach (rather than relying solely on end-of-pipe quality control) to protecting water resources (quality and quantity).

The principles which Council intends to utilize in its approach to storm water

management are listed as follows:

1. That natural hydrological characteristics are maintained, and where possible, enhanced as the means to protecting the base flow of watercourses.
2. That the natural infiltration of water on lands which are developed, is maximized.
3. That proposed development will not result in increased downstream flooding or erosion or cause adverse effects on receiving waters.
4. To ensure that alterations to natural drainage systems are prohibited or at least minimized by maximizing the retention of natural vegetation and by leaving stream channels in their natural form.
5. That fish and wildlife habitat are protected, enhanced or restored including habitat linkages where affected by the discharge or outlet of drainage facilities.
6. That a sustainable environmental approach is utilized in protecting water resources.
7. That water quality will be monitored on an ongoing basis as the means to evaluating the effectiveness of storm water management practices.

It is the intent of Council to incorporate storm water management controls into the development review and approval process. Proponents of development will be required to plan for and undertake storm water management which complies with the above principles. This may require a sub-watershed management plan for large tracts of land or a storm water site management plan. Proponents should utilize best management practices where they are consistent with and will achieve the Township's water quality and quantity targets (to be developed in consultation with the Conservation Authority) such that there is no net decrease in water quality (see **Section 2.7(2)** for explanation of no net decrease). Depending on the size and scope of a particular development, Council may require the preparation of a master drainage plan. Where these plans are in place, storm water site management plans should conform. Council will consult with the Mississippi Valley Conservation Authority, if applicable, in the review of these plans.

In the interim (prior to the development of a master drainage plan), proponents will be expected to assess the impact of the development on the receiving stream and to utilize a mix of site level, conveyance and end-of-pipe best management practices for the development.

Improvements to storm sewer mains e.g. replacement, or extensions are anticipated as part of the regular program of maintenance by the Township and are deemed to comply

with this Plan.

(Reference documents for storm water management include: Storm Water Management Practices & Design Manual, Ministry of the Environment; Guidelines on Erosion and Sediment Control for Urban Construction Sites, Ministry of the Environment. Assistance or consultation with the Mississippi Valley Conservation Authority or MNR (for the Madawaska Valley area) is available in the implementation of these guidelines.)

4.4 Waste Disposal Facilities

4.4.1 Policies

1. Existing or New Sites

Existing active or new sites within the Planning Area may only be operated, expanded or closed in accordance with current provincial environmental standards and approvals. Waste disposal activities may include facilities for recycling, composting, hazardous waste control and ancillary activities in accordance with the Certificate of Approval. New sites, including sites for septage disposal, will require an amendment to this Plan and will require approval under the *Environmental Protection Act* before an amendment is considered. Sites may include transfer sites utilized for the temporary storage of waste materials.

2. Closed or Inactive Sites

Closed or inactive sites may be used for other purposes subject to meeting requirements of the *Environmental Protection Act*. In general, no buildings or other use may be made of land used as a waste disposal facility within a period of 25 years from the year in which the site was closed without the prior approval of the Minister of the Environment (*Section 46 Order*).

3. Influence Area

Council recognizes that waste disposal facilities may have an impact on adjacent land uses. An *influence area* surrounding the waste disposal facility will be set out in the implementing zoning by-law to recognize the potential for adverse effects between the existing waste disposal facility and any *sensitive land uses*. No development shall be permitted on or within 30 m (98.4 ft.) of the licensed fill

area of an active waste disposal facility or area. Development proposed beyond the 30 m (98.4 ft.) but within an ***influence area*** of 500 m (1,640 ft.) of the licensed fill area of an active waste disposal facility or area shall be accompanied by an environmental impact statement that demonstrates that the proposed development will not be negatively impacted by the waste disposal facility (e.g. leachate, methane gas, rodents, vermin, odours, fire etc.). Where recommended by the impact statement, measures to mitigate any adverse impacts will be required as a condition of development. (See reference document below.) The influence area does not apply to commercial or industrial land uses or to residential development which has been approved or committed e.g. lots of record in either an approved plan of subdivision or which were created by consent.

(Note: a diagram is shown in Appendix 3 - Influence Area, which illustrates the concept of an influence area.)

The ***influence area*** may be reduced where studies have been undertaken and the public authority having jurisdiction is satisfied that there will be no adverse effects on adjacent land uses.

4. **Designation on Land Use Plan**

Waste disposal and transfer sites are illustrated on **Schedules "A1 - A5", Land Use Plan** as a land use designation.

5. **Development to Have Adequate Capacity**

Council, in the review of planning applications, will ensure that there is sufficient capacity to accommodate the waste disposal needs of the proposed development. Council will continue to monitor the capacity of the existing sites and will undertake improvements as required e.g. expand sites or implement operational plans, to maintain adequate capacity for future development.

Council will monitor the environmental impacts of sites to ensure that there is no off-site migration of leachate.

6. **3 R's**

Council supports a program to reduce, reuse and recycle waste products.



(Reference document: Guideline D-4, Land Use on or Near Landfills and Dumps, Ministry of the Environment.)

4.5 Transportation and Infrastructure Corridors

Transportation infrastructure is made up of a provincial highway, County roads, township roads, private roads, resource access roads and snowmobile trails while transportation and infrastructure corridors consist of the hydro electric power transmission lines.



4.5.1 Provincial Highway

Highway 7, as shown on the **Land Use Schedule 'A4'**, is recognized as a special controlled access highway for through traffic. Access is restricted and is subject to the requirements and permits of the Ministry of Transportation for entrances, buildings/structures and signs. Permits are required prior to any construction and/or grading being undertaken.

New public road entrances connecting to Highway 7 will be subject to an environmental assessment.

Transportation studies may be required by the Ministry as a prerequisite to the approval of any new access or a change to an existing access, entrance or intersection with the provincial highway or to assess the impact of new development on the highway corridor.

4.5.2 County Roads

County Roads are designed to collect and distribute higher volumes of traffic to and from township roads and from Highway 7 at operating speeds of 50-80 km/hr. County Roads also provide access to abutting properties and may contain parking lanes. Access is controlled and subject to the approval by the County of Lanark. Access points are a minimum of 152 m (500 ft.) apart. County Roads include:

- County Road 8
- County Road 9
- County Road 12
- County Road 15
- County Road 511
- County Road 16
- County Road 24
- County Road 36

The County may require a transportation or traffic engineering study as a prerequisite to the approval of new public road intersections, new or modified access (entrance) points for major developments, or the realignment of a County Road.

4.5.3 Township Roads

1. Classification of Roads

For the purposes of this Plan, the classification of Township roads shall include the following:

- A. Township Roads which are maintained year- round;
- B. Township Roads which are seasonally maintained;
- C. Unassumed or Unmaintained Roads: includes public roads which have not been assumed by Council.
- D. Heritage Roads which are roads not maintained by the municipality.

The classification system for Township roads as set out above is illustrated, where applicable, on the **Land Use Schedules** to this Plan.

2. Year Round and Seasonally Maintained Township Roads

The primary function of Township roads will be to provide access to abutting properties. Standards for new road construction will include a minimum of 25 m (82 ft.) right-of-way engineered design and layout, appropriate drainage and construction. Roads on lands under plan of subdivision may be assumed by a municipality provided the standards for road construction have been satisfactorily met. Road right-of ways may be reduced for residential subdivisions with low traffic volumes.

Council may post seasonally maintained roads with signs to indicate that maintenance is limited. Where such roads are classified and posted with a sign, Council will not be obliged to provide winter control services.

There is no obligation by Council to convert a seasonally maintained road to a year-round maintained road. Council may, however, undertake or request a cost-benefit analysis to determine the impact of such a conversion. Where Council is satisfied that potential development is justifiable, the status of the road may be changed to year-round. As a condition of the change of status, Council may require one or more applicants to share the cost of improving the road to an acceptable standard. The status of the road may be changed without an amendment to this Plan.

3. Unassumed Roads

Council recognizes that the public may use unassumed public road allowances even though they are not maintained by the municipality. Council's policy is to

treat these roads as private roads in terms of municipal services provided and, as such, Council is under no obligation to upgrade these roads to municipal standards. Council may, however, require an agreement for the maintenance and repair of such roads. Council, may as a condition of development (i.e. creation of a new lot, change in land use, construction of a building), require that the road be upgraded and maintained to a municipal standard.

Council may at its sole discretion, notify the public that it will not be responsible for the repair or maintenance of unassumed roads.

4. **Heritage Roads**

While Council recognizes Heritage Roads as a specific classification, it is not the intent of Council to maintain these roads nor to permit development on such roads.

5. **Road Maintenance and Improvements**

Construction or maintenance of existing Township roads and bridges or crossing structures will continue to be based on a regular program of capital expenditures as set out by Council from time-to-time. The kilometrage of hard surfaced roads may be increased with priority being given to roads with higher traffic volumes and/or the need for improvements to meet contemporary design and safety standards. Road improvements may be undertaken to improve the efficiency, function and safety of roads.

Road maintenance and improvements of municipal roads including the addition of roads to the municipal road system shall be deemed to be in conformity with *section 24 of the Planning Act*. This shall not limit the authority of the Township to designate truck routes, fire routes and the installation of parking lanes as may be required.

Council may undertake or require the installation of sidewalks to an acceptable standard. In general, however, sidewalks will be limited to urban settlement areas.

Council may require a transportation study to be undertaken by the proponent of development where it is anticipated that additional traffic will have an impact on the safety and efficiency of a road.

6. **Culverts and Entrance Permits**

An entrance permit will be required, where applicable, for any new access to a Township road. The installation or replacement of culverts may be required at the

discretion of the Roads Superintendent.

7. **Safe Access**

New entrances onto Township roads will only be permitted where sight lines are adequate. Generally, new entrances will not be permitted on curves or hills where safety may be compromised. Council may require the use of shared entrances as a means to provide for a safe entrance.

8. **Utility Location**

Council shall ensure, wherever possible, that all future utilities are located within a municipal road allowance.

9. **Road Widening and Conveyance**

As a condition of development or redevelopment or site plan control (see **Section 10.11.10 - Site Plan Control**) Council may require the dedication or conveyance of land for a road widening to meet municipal right-of-way widths. Such conveyances will be equal to one-half the required deficiency to a maximum of 5 m (16.4 ft.) along the entire property frontage where the deficiency exists. (*For example: an existing ROW is 16 m. The deficiency is 9 m across the entire frontage of a property. The applicant on the side of the road where the development is proposed would be required to convey 4.5 m to the Township. This represents one-half the deficiency.*) Where Council requires land in excess of 5 m (16.4 ft.) for a road allowance, Council may provide compensation for the difference.

Dedication for road widening to the County of Lanark may also be required as a condition approval of a consent or plans of subdivision.

10. **Required Frontage**

Council shall only approve development on lots which have frontage on and direct access to roads in accordance with the other relevant policies contained in this Plan. In no case shall development be approved where the extension of public roads, snow ploughing, sanding, school bus routes or other municipal services would, in the opinion of Council, be inappropriate for reasons of cost and administration/maintenance.

11. **Public Road Improvements**

Where improvements or extensions to public roads are required as a result of

development, Council may require the proponent of the development to contribute to or bear the costs of such improvements.

12. Snow Disposal

Where snow disposal facilities are required, Council will install and maintain such facilities in accordance with provincial standards. (See reference document)

Reference document: Guide B-4 , Snow Disposal and De-Icing Operations in Ontario, Ministry of the Environment.

4.5.4 Private Roads

1. A private road is defined as a road under private ownership which serves two or more legally conveyable lots and may include a right-of-way registered on title. (*A driveway, by contrast, provides access to only one property or legally conveyable lot, despite the length of the driveway.*)
2. Private roads are intended to provide access to abutting properties including existing lots of record.
3. New private roads are not permitted except as part of a condominium development. Infill or *development* (as defined in the Provincial Policy Statement) may be permitted on an existing private road (existing as of July 1985) which has direct access to a maintained public road. Minor extensions not exceeding a total of 180 m (590 ft.) may be permitted to existing private roads from the last lot on the road. Such extensions may be permitted where there is no alternative shoreline access available.
4. Any new private roads or extensions to existing private roads (existing as of July 1985) shall be constructed to a standard acceptable to Council and such construction may be governed by an agreement (with one or more property owners) setting out the standards for construction and maintenance and which may be registered on title against the lands to which they apply. The design and construction of the road will be undertaken by a professional engineer or other person competent in road construction, as approved by Council.
5. Council may assume a private road where the standards meet the requirements for township roads as set out in **Appendix 1** or are constructed to an alternative standard acceptable to Council, and where the road allowance is dedicated to the

municipality. The design and construction or upgrading of the road will be undertaken by a professional engineer or other person competent in road construction.

If it is physically or financially impossible to widen an existing substandard private road or reduce any existing grade to 12.5%, Council may, at its discretion, accept a lesser width or greater grade.

Prior to deciding on the assumption of a private road, Council may require a cost-benefit analysis to determine if the operational costs of assuming and maintaining the road will be offset by property tax revenues. The costs for upgrading a private road to a township standard will typically be borne by the adjacent property owners (e.g. survey, legal, design and construction costs).

6. A lot may be used or developed for a use permitted which does not have frontage on a public road provided that the lot has a legal access (e.g. right-of-way) registered on title.
7. Council assumes no responsibility for providing access, snow removal or the maintenance of private roads nor is any responsibility acknowledged for the provision of school busing. Where Council provides for emergency services, private roads will be required to meet a minimum standard of construction and maintenance. Council may at its sole discretion, register notice on title or require that an owner enter into an agreement acknowledging that the municipality will not be responsible for the repair or maintenance of private roads and that the municipality may not provide fire protection, police, ambulance or other emergency services.

4.5.5 Special Purpose Roads and Trails

1. Ministry of Natural Resources' roads (Resource Access Roads) are used for recreational purposes and to provide access to forest operations and to land in remote parts of the Township. No consents or subdivision approvals shall be allowed, where Ministry of Natural Resources' roads provide the only access to the lots, without the approval of both the Township and the Ministry.
2. The K & P Trail primarily provides recreational access to parts of the Township. Consents and subdivision approvals shall not be granted where the K & P Trail provides the only access to the lots. Building permits may be issued for existing lots of record only, conditional to the prior approval of the Mississippi Valley Conservation Authority.
3. Roads which follow within Ontario Hydro Networks rights-of-way provide

maintenance access to hydro power lines. No subdivision approvals shall be granted where Ontario Hydro Networks roads provide the only access to the lots. However, consents may be granted if access over the right-of-way is legally registered on the title of the proposed lot.

4.5.6 Transportation Corridors

It is the intent of this Plan that existing transportation corridors for road and rail be protected from land use activities which may interfere with the function and safe operation of these corridors including a Provincial Highway.

4.5.7 Infrastructure Corridors

It is the intent of this Plan that existing infrastructure corridors for utilities be protected from land use activities which may interfere with the function and safe operation of these corridors.

4.5.8 Marine (Shoreline) Road Allowances and Road Allowances Leading to Water

[See Section 3.19 - Marine (Shoreline) Road Allowances and Road Allowances Leading to Water]