



## 8.0 INFRASTRUCTURE POLICIES

### 8.1 INTRODUCTION

North Middlesex's networks and infrastructure, including all roads, sewers, watermains, electric, utility, waste disposal, and telecommunications facilities, play an important role in defining the Municipality. These systems are vital to community health, environmental responsiveness and economic competitiveness. The policies of this Plan, and specifically this Section, strive to ensure co-ordination between long-term growth management and infrastructure needs.

### 8.2 TRANSPORTATION NETWORK

#### 8.2.1 General

The Transportation Plan, set out in Schedule "B" is based on the inter-relationship of land use and transportation. The roads are intended to be compatible with and support the land use pattern. The roads also facilitate the safe and efficient movement of both people and goods through the Municipality. The following general policies apply to the transportation network in the Municipality.

- a) The Municipality will review road corridors, in consultation with the County and the Province, to determine if a change in road classification is necessary.
- b) Safe and convenient pedestrian interfaces with roads will be encouraged.
- c) Where access is available to a local Municipal road, access to the County roads and Provincial Highways will be restricted.
- d) Development proposals that are likely to generate significant traffic shall be supported by a transportation study addressing the potential impact on the transportation network and surrounding land uses.

#### 8.2.2 Road Pattern

The roads within the Municipality, both existing and proposed, are classified according to function. Where additional land is required for widening and extensions, such land shall be obtained wherever possible, in the course of approving plans of subdivision, consents or site plan agreements, without amendment to this Plan. Similarly, any change in the function of a road will not require an amendment to this Plan to change the classification depicted on Schedule "B".



### 8.2.3 Road Classifications

Public streets and roads in the Municipality shall be classified on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule “B”. The following policies relate to the classification of roads.

#### 8.2.3.1 Provincial Highways

The Provincial Highway under the jurisdiction of the Ministry of Transportation is Highway No. 4. The following policies relate to Provincial Highways illustrated on Schedule “B” of this Plan.

- a) Transfer of any Provincial Highway to another jurisdiction shall not require an amendment to this Plan.
- b) The Ministry of Transportation has jurisdiction and control over access to Highway No. 4 and development within the Ministry’s permit control area.
- c) Direct private access to the Provincial Highway will be restricted and will require the approval of the Province. Developments and private access driveways will be encouraged to use local roads and service roads wherever possible. Where access is a possibility, it will only be considered to those properties that meet the minimum safety and geometric requirements of the Ministry of Transportation.
- d) The Ministry of Transportation will determine the right-of-way width for the Provincial Highway.
- e) All development adjacent to the Provincial Highway will be subject to the safety and geometric requirements and permits of the Ministry of Transportation.

#### 8.2.3.2 County Roads

The County road system includes County Roads No. 5, 6, 7, 12, 17, 18, 19, 20, 21, 24 and 81. These County roads serve the joint purpose of carrying moderate traffic volumes, as well as providing access to land. Transfer of any County road to another jurisdiction or the assumption of any road by the County shall not require an amendment to this Plan. The following policies shall apply to County Roads within the Municipality.

- a) The County shall address the adequacy of sight distances related to the road alignment and the avoidance of multiple individual access points when reviewing development applications on County roads.



- b) Where traffic speeds and volumes are higher adjacent to residential and other sensitive land uses, mitigating measures that attenuate noise and vibration factors shall be utilized.
- c) On high volume arterial roads, access limitations may be required. Access to all County Roads shall be subject to the approval of the County of Middlesex.

#### **8.2.3.3 County Arterial Roads**

County Roads Nos. 7, 17, 19, 20 and 81 are arterial roads designed to carry high volumes of traffic from Provincial Highways and other interregional roads to the County collector road system, and vice-versa. The following policies shall apply to County arterial Roads within the Municipality.

- a) Access from abutting properties must be approved by the County.
- b) The adequacy of sight distances related to the road alignment and the avoidance of multiple individual access points on County arterial roads shall be addressed when reviewing development applications.
- c) The minimum road right-of-way width shall be 36 metres. Within a Settlement Area, the minimum road right-of-way may be reduced to 20 metres.
- d) The setback from County arterial roads shall generally be 38 metres from the centre of the road in the rural area. Setbacks from arterial roads in the Settlement Areas shall be established in the Zoning By-law.

#### **8.2.3.4 County Collector Roads**

County Roads Nos. 5, 6, 12, 18, 21 and 24 are collector roads that are designed with the dual function of connecting and carrying moderate volumes of local traffic to County arterial roads, and distributing traffic to local roads, while providing access to abutting properties. The following policies shall apply to County collector roads in the Municipality.

- a) On-street parking may be permitted in the Settlement Areas, although location and time restrictions may be enforced in specific instances; for example, adjacent to schools or during peak periods of traffic demand.
- b) The minimum road right-of-way width for collector roads shall generally be 30 metres where possible. The minimum right-of-way width within a Settlement Area may be reduced to 20 metres.



- c) The minimum building setback from a collector road shall be 33 metres from the centre line of the road. The minimum building setback in a Settlement Area will be established in the Zoning By-law.

#### **8.2.3.5 Municipal Local Roads**

The balance of the streets in the Municipal road system are classified as local roads. The following policies shall apply to Municipal local roads.

- a) Municipal local roads shall generally be two traffic lane roads with a minimum road right-of-way width of 20 metres designed to carry local traffic and to provide land access to abutting properties.
- b) Some Municipal local roads are only seasonally maintained. Nothing in this Plan shall be construed to imply specific seasonal road or maintenance improvement initiatives within the horizon of the Official Plan.

#### **8.2.4 Road Improvements**

As a measure of maintaining a satisfactory road system, the Municipality shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. The following policies shall apply to road improvements.

- a) Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road.
- b) Rights-of-way for long-term improvements should be designed to minimize future disruption to adjacent lands.
- c) Minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment will not require an amendment to this Plan.

#### **8.2.5 Parking**

The following policies shall apply to parking within the Municipality.

- a) Parking needs in the Central Areas of Ailsa Craig and Parkhill will be assessed in order to provide adequate off-street parking.
- b) Where property in the Central Areas of Ailsa Craig and Parkhill becomes available in suitable locations, the Municipality may acquire property to reduce parking deficiencies.



- c) All new development or redevelopment in the Central Areas of Ailsa Craig and Parkhill shall be encouraged to provide sufficient parking on-site to accommodate the proposed use. If such parking cannot be provided, the Municipality may collect cash-in-lieu pursuant to Section 40 of the *Planning Act* to be used expressly for the provision of additional parking spaces in an appropriately defined area.
- d) Parking for all uses outside of the Central Areas of Ailsa Craig and Parkhill shall be provided on-site, in accordance with the standards established in the Zoning By-law.
- e) The implementing Zoning By-law shall establish the parking standards for all land uses.

#### **8.2.6 Walking & Cycling**

Bicycle and pedestrian trails and paths contribute to the establishment of healthy communities. This Plan recognizes the importance of cycling and walking.

#### **8.2.7 Communication & Transmission**

The continual advancement of telecommunications technology, coupled with the need for rapid information transfer have a significant impact on the future development within the Municipality. Telecommunications technology has, and will continue to have, a significant impact on the local economy.

To ensure the co-ordination between growth management and the maintenance and expansion of the technology sector, this Plan will:

- a) Protect and enhance existing communication and transmission corridors and networks, and encourage the development and maintenance of modern facilities to serve businesses and residents;
- b) Support the business community to establish a modern telecommunications network;
- c) Ensure that communication and transmission corridors are constructed, maintained and operated so as to minimize their impact on the community; and
- d) Encourage the multiple use of corridors for utility, transportation and trail uses.



### **8.2.8 Movement of Goods**

The abandonment of the rail service to the Municipality has limited the available modes of transportation. Consequently, every effort shall be made to ensure an efficient and effective road and air transportation system.

To ensure the co-ordination between growth management and the transportation systems, this Plan will:

- a) Facilitate the efficient movement of goods by road and air, by improving the level of service while maintaining community safety and minimizing risk;
- b) Ensure that appropriate road service is provided to employment areas;
- c) Ensure that designated commercial areas are serviced by roads with sufficient traffic capacity and volume;
- d) Discourage truck routes on local roads in residential neighbourhoods, in order to protect residents from noise and corridor emission pollutants.
- e) Ensure that noise, vibration and safety issues are addressed for land uses adjacent to major roads, in accordance with Section 8.2.8 of this Plan; and
- f) Encourage the protection of abandoned rail corridors for other linear uses.

### **8.2.9 Noise Levels**

The following policies shall apply to noise levels within the Municipality.

- a) New residential development shall not be located in noise sensitive areas unless noise abatement techniques are employed to reduce the noise to an acceptable level.
- b) New residential development shall not be permitted in any area where it is anticipated that noise from vehicular traffic or from the nature of the use will exceed Ministry of the Environment standards.
- c) The noise generated by new commercial or industrial development shall not be transmitted to either existing or proposed residential areas at a level that exceeds that introduced by road traffic adjacent to or within the residential area.



- d) For any proposed development of a sensitive land use in proximity to a Provincial Highway and/or County road, a noise study shall be prepared by a proponent through a qualified acoustical consultant in accordance with the appropriate Provincial guideline to the satisfaction of the Ministry of the Environment, the County of Middlesex, the Municipality, and/or other competent jurisdiction prior to development approval. The recommendations of the approved noise report shall be incorporated in the development agreement for implementation, as approved.

### **8.3 MUNICIPAL SERVICES**

#### **8.3.1 General**

Both sewage and water systems shall perform within permitted operating standards. Limitations on the capacity or operating performance of these systems are recognized as a constraint to development. The Municipality will monitor treatment capacities and operational effectiveness of municipal services.

The Municipality may utilize alternative design standards without amendment to this Plan, where Council is satisfied that such techniques are in the best long-term interests of the Municipality and its residents.

#### **8.3.2 Services in Urban & Community Settlement Areas**

The following policies relate to municipal services in the Urban and Community Settlement Areas.

- a) All development in the Urban Settlement Areas shall be fully serviced by municipal piped water supply, sewage disposal and stormwater management systems.
- b) The Community Settlement Areas may be fully serviced subject to the completion of Class Environmental Assessment relating to extension of municipal sanitary services.
- c) Future development within the Community Settlement Areas shall proceed on the basis of full municipal services. Partial services may be permitted on an interim basis where proper justification is provided and it is not presently feasible to extend full municipal services. Development on partial services shall not preclude the extension of full municipal services when feasible and appropriate.
- d) Where only partial services are available, new lots created by consent shall be sized such that there is sufficient space for a



- building envelope, sewage envelope and sewage system contingency area.
- e) In Urban and Community Settlement Areas, priority shall be given to the development of those lands that are presently serviced by piped sewer and water systems, or those areas that can most easily be serviced, at minimal expense to the Municipality.
  - f) Infilling of vacant areas within the Urban and Community Settlement Areas which are already provided with full municipal services is encouraged, and shall be a criteria when evaluating proposed plans of subdivision, consents, extension of utilities or the construction of roads.

### **8.3.3 Services Outside of Urban & Community Settlement Areas**

The following policies shall relate to services outside of the Urban and Community Settlement Areas.

- a) The main means of sewage disposal in rural areas of the Municipality, including the Hamlet Settlement Areas, is the septic tank and weeping tile system. It is anticipated that such systems or other private sewage disposal systems will continue to be the principal means of sewage disposal outside of Urban and Community Settlement Areas. The installation of septic systems is subject to the approval of the authority having jurisdiction.
- b) Municipal sewage systems shall generally not be provided to areas outside of Urban and Community Settlement Areas.
- c) The Municipality and or appropriate agency shall approve all new septic tank and tile or leaching bed systems. A servicing report may be required to identify the most appropriate form of servicing to ensure environmental protection.
- d) Communal servicing systems to service new development shall not be permitted in the Municipality. The Municipality shall not assume any communal servicing systems in the Municipality and shall not execute a responsibility agreement in relation to communal servicing systems.
- e) Holding tanks shall not be permitted for new development. Holding tanks will only be permitted for existing development where the Municipality is satisfied that there is no other alternative to solve a deficiency with an existing septic system. Should a holding tank be permitted, the Municipality shall ensure that appropriate provisions are in place for disposal at an approved facility.



- f) Any lot affected by an application for severance or plan of subdivision shall be sized such that there is sufficient space for a building envelope, sewage envelope, sewage system contingency area, and potable water supply.
- g) Minimum lots size requirements shall be established in the Zoning By-law.

#### **8.3.4 Servicing Allocation**

When unallocated servicing capacity does not exist for a proposed development, Council shall refuse or defer the processing of the planning application until such capacity is available, or until a servicing agreement is in place to ensure that such capacity will be available to service the development within one year of the granting of the preliminary planning approval. Draft approved plans of subdivision may only proceed to registration provided that sufficient servicing capacity continues to exist.

#### **8.3.5 Stormwater Servicing**

Further to the policies of Section 7.2 of this Plan, applications for plans of subdivision and site plans shall be supported by stormwater management reports, prepared in accordance with the policies of 9.6.3 of this Plan. It is the policy of the Municipality to:

- a) use stormwater management measures to manage the storage and control the flow of water to receiving watercourses;
- b) use stormwater management measures which prevent siltation and erosion, and do not negatively impact the water quality of receiving watercourses;
- c) consider, where appropriate, enhancing the vegetation, wildlife habitats and corridors in and along the stormwater management system and the receiving watercourses;
- d) consider, where appropriate, providing public access to and along the stormwater management system and the receiving watercourse;
- e) employ the best available methods in the planning, construction and eventual use of the stormwater management systems; and
- f) ensure that the design of stormwater management facilities consider long-term maintenance and safety requirements.



### **8.3.6 Capital & Public Works**

The extension or construction of capital or public works shall be carried out in accordance with the policies of this Plan. Council shall prepare annually and adopt without amendment to this Plan, a five year capital works program in accordance with the policies of this Plan. This program shall be cognisant of changing conditions of supply and demand for services, and significant changes in economics and technology.

Public buildings, structures, infrastructure, easements or rights-of-way may be considered within any designated area if suitable buffering and screening from adjacent uses is provided.

### **8.3.7 Waste Management**

Waste Disposal Sites are denoted on Schedule “A” of this Plan. The following policies shall apply.

- a) New waste disposal sites will require an amendment to this Plan, in accordance with Section 9.6.1 of this Plan. Notwithstanding the general nature of the denotation of waste disposal sites in this Plan, the expansion of existing waste disposal sites shall proceed by way of Official Plan Amendment, in accordance with Section 9.6.1 of this Plan. Prior to approval of the Official Plan Amendment, new waste disposal sites or expansions, shall obtain a Certificate of Approval from the Ministry of the Environment.
- b) New waste disposal sites shall locate within the Industrial Area Land Use Designation and be subject to the applicable policies of Section 5.6 of this Plan.
- c) Development proposals within 500 metres of either an active or closed landfill/waste disposal site shall be accompanied by a study prepared by the proponent which evaluates the presence and impact of environmental contaminants including methane gas, leachate in soils and groundwater. The study shall address any mitigation measures required.
- d) Council will co-operate with all levels of government and other agencies to promote public awareness of waste issues and in promoting waste diversion strategies (reduce, reuse, recycle) as well as other alternative waste management techniques.
- e) Redevelopment of closed Waste Disposal Sites may be permitted in accordance with the underlying land use designation or by way of Official Plan Amendment, upon the Municipality consulting with the



Ministry of Environment and/or other appropriate jurisdiction, and subject to the following policies:

- i) Written approval has been received from the Ministry of Environment, and/or other appropriate jurisdiction, that the development satisfies the provisions of the *Environmental Protection Act*;
  - ii) The studies required by the Ministry of Environment shall be carried out to the satisfaction of the Municipality and shall demonstrate that development is compatible and can proceed without unmitigated negative impact;
  - iii) The Municipality shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies;
  - iv) The studies of gas, leachate and hydrogeology, shall be carried out by a qualified engineer; and
  - v) The Municipality shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any and all structures.
- f) Given the potential impacts, in areas subject to the Waste Disposal Site policies, only land uses compatible with waste disposal sites and the associated engineered controls will be permitted.
- g) Lands associated with a Waste Disposal Site shall be placed in a zone in the Zoning By-law that does not permit buildings or structures as an interim measure. When such areas are deemed suitable for development, a Zoning By-law Amendment may be initiated, subject to the policies of Sections 9.6.2.