

SECTION 17 - COMMUNITY FACILITIES, RESOURCES, AND SERVICES

17.1 WATER SUPPLY AND SEWAGE DISPOSAL

17.1.1 Water Supply

ADDED BY OPA # 47 Individual wells constitute the most common means of water supply in the rural wards of the County. However, shallow wells (i.e. dug, point, or spring) may experience bacteriological contamination or be rendered unsafe due to elevated nitrate levels. Consequently, the supply of water to new development or redevelopment from shallow wells is strongly discouraged. The majority of all properties in the rural wards with a water supply are served by individual wells. Some exceptions to this general observation have occurred where there is a water supply system in a village or hamlet area operated by a local municipality (e.g. Atwood, St. Pauls, Sebringville, Shakespeare).

The existing methods of water supply appear to be adequate for the foreseeable future. This Plan recognizes that individual wells will continue to be the principal means of water supply in the rural ward areas throughout the County. Where new wells are being proposed, the supply must be of sufficient quality and capacity to serve the proposed development without impairing the supply to any existing development.

Where residential plan of subdivision activity is occurring in village areas, the local municipal Councils should given encouragement to the development of communal water supply systems or the extension of existing communal water supply systems to serve these subdivisions. In addition, local municipal Councils may require that studies be prepared addressing the quality and capacity of proposed water supply systems. Local municipal Councils may consult with the appropriate regulatory authorities with respect to the water supply issue.

17.1.2 Sewage Disposal

ADDED BY OPA # 47 At the present time, the principal means of sewage disposal in the rural wards throughout the County is the septic tank and weeping tile system. It is anticipated that septic tank and weeping tile systems will continue to be the principal means of sewage disposal for new development in the immediate future.

ADDED BY OPA # 47 The use and installation of septic tank and field tile systems is subject to the approval of the appropriate regulatory authority. Where new development with septic tank and weeping tile systems is proposed, it is a policy of the County that the lots on which the new development is to occur be of sufficient size to accommodate the sewage disposal system. The Councils of the local municipalities within the County shall establish suitable minimum lot area requirements for residential and other types of development in their implementing Zoning By-laws.

As growth continues to occur in the hamlet and village areas in the County, the

issue of sewage disposal should be reviewed on an ongoing basis with consideration being given to the various alternatives to the septic tank and weeping tile system. Where appropriate, Council may initiate studies to assess the establishment and use of municipally operated sewage collection and treatment facilities.

17.1.3 **Surface Water Management**

Proponents of plans of subdivision and multiple residential unit developments, commercial, industrial and recreational uses may be required to submit storm water management plans. Such plans should incorporate appropriate best management practices as may be required by Provincial agencies and the Conservation Authority to manage post development storm water for quantity and quality control. New development should not adversely affect surface water resources.

Where significant community development is contemplated (e.g. hamlet, village expansion), neighbourhood surface water management plans are encouraged.

17.1.4 **Water Supply And Sewage Disposal System Alternatives**

ADDED BY While individual wells and individual septic tank and weeping tile systems are
OPA # 47 the principal means of water supply and sewage disposal for existing development throughout the rural ward areas in the County, this Official Plan encourages the consideration of alternative technologies to these traditional systems when dealing with new development such as residential subdivisions in the “Village” designations. Where possible, local municipalities should be encouraged to give consideration to the establishment of municipal water supply and sewage treatment facilities in the larger “Village” areas. When reviewing and assessing proposals involving alternate technologies, the review and approval agencies may consult with the appropriate regulatory agencies concerning the appropriateness of the proposed servicing. The approval of the appropriate regulatory authority shall be required for alternate technologies servicing.

17.1.5 **Partial Services**

ADDED BY This Plan encourages the County and local municipalities to explore the various
OPA # 47 municipal and private communal servicing options and to pursue discussions concerning partial servicing with the Province, where appropriate.

17.2 **HIGHWAY TRANSPORTATION POLICY**

17.2.1 **Introduction**

This part of the Plan should be read in conjunction with Schedule "B" which indicates the location of roads in the County and the general classification and jurisdictional division of the roads within the County.

The present road pattern is designed to facilitate the efficient movement of both people and goods to and from the County as well as within the County. The overall road system is consistent internally within the County and externally with surrounding municipalities. Any new roads should be consistent with the existing road system.

17.2.2 **Classification**

The existing roads in the County are classified on Schedule "B" according to their intended function and it is intended that this general classification be adopted as part of this Plan. These roadways, which are identified as Provincial Highways on Schedule "B" to this Plan, serve an arterial road function.

17.2.2.1 **Provincial Highways**

This classification applies to roadways under the jurisdiction of the Ontario Ministry of Transportation, namely Highway Nos. 7, 8, 19, and 23. These roadways are referred to as arterial roads on Schedule "B" to this Plan.

Provincial highways carry large volumes of traffic from one centre to another at relatively high speed; therefore, access to provincial highways is limited. Approval from the appropriate approval authority is required for all new public road entrances, access/development and signage must meet the applicable requirements of the appropriate approval authority.

17.2.2.2 **County Roads**

This classification applies to roadways under the jurisdiction of the County of Perth, namely Perth Road Nos. 101, 107, 112, 113, 118, 119, 120A, 121, 122, 123, 130, 131, 135, 139, 140, 147, 151, 163, 178 and 180; Oxford Road 119; and Perth Line Nos. 8, 9, 20, 24, 26, 32, 33, 36, 37, 43, 44, 55, 56, 56A, 72, 86, 88, 88A, 91, and 93. These roadways serve both an arterial and collector function and are referred to as arterial/collector roads on Schedule "B" to this Plan.

Arterial roads are designed to carry large volumes of traffic from one centre to another. Access points should be minimal. Collector roads are designed to collect and carry local traffic to the arterial roads, to distribute traffic to local roads, and to provide access to abutting properties. Generally, access points should be kept to a minimum in order to permit the efficient and safe movement of traffic. Ideally, County Roads should have a minimum right-of-way width of 30

metres.

It is a general policy of this Plan that access points along County Roads should be limited except where the land use designations established by this Plan permit development on lands abutting County Roads (e.g. Hamlet/ Village areas). Where new access points along County Roads are established, such access points should be designed to ensure optimum safety and minimum traffic congestion. All applicable requirements of the County of Perth concerning access to County Roads must be satisfied prior to the establishment of new access points to County Roads.

ADDED BY OPA # 47

17.2.2.3 **Local Municipal Roads**

ADDED BY OPA # 47 This classification applies to the roadways under the jurisdiction of the local municipalities within the County. The majority of the roads in the County fall within this classification and they are referred to as local roads on Schedule "B".

Local roads are generally intended to provide access to abutting properties. They generally carry low volumes of traffic and most of the traffic will have either an origin or destination along the road. Ideally, local roads should have a minimum right-of-way width of 20 metres.

ADDED BY OPA No. 17 The Municipality of West Perth has identified the need for the extension of the road network to better service the industrial land in the Ward of Mitchell as well as the Urban Fringe uses as permitted by Section 8.5.10 of this Plan. West Perth Council may consider the extension of Water Street and Wellington Street on the land described as part of Lots 23 and 24, Concession 2, Fullarton Ward in the Municipality of West Perth and shown in the stippling pattern on the attached Schedule "A4-15" and Schedule "B" to this Official Plan.

ADDED BY OPA No. 39 The Municipality of West Perth has identified the need for the extension of the road network to better service the industrial land in the Ward of Mitchell as well as the Urban Fringe uses as permitted by this Plan. West Perth Council may consider the extension of Frank Street on the land described as part of Lots 21 and 22, Concession 1, Fullarton Ward in the Municipality of West Perth and shown in the hatching pattern on the attached Schedule "A-43" and Schedule "B" to this Official Plan.

ADDED BY OPA No. 121 The Municipality of North Perth has identified the need for the extension of the road network to better service the development of the area north-west of the Listowel Ward in the Wallace Ward. North Perth Council may consider the extension of:

- a) Mitchell Road on the land described as part of Lot 28, Concession 1, Wallace Ward, in the Municipality of North Perth; and shown on the attached Schedule "A-119" and Schedule "B" to this Official Plan; and

- b) Binning Street West on the land described as part of Lots 28, 29 and 30 Concession 1, Wallace Ward, in the Municipality of North Perth; and shown on the attached Schedule "A-119" and Schedule "B" to this Official Plan.

17.2.3 **Intersection Improvements**

It is intended that, as traffic conditions warrant and municipal finances permit, improvements in the form of jog eliminations, regulation of turning movements, signage, and marking of travelling lanes will be undertaken at those intersections requiring such improvements.

17.2.4 **Bridge Improvements**

It is intended that, as traffic and safety conditions warrant, improvements shall be made to any bridge requiring upgrading and these improvements will be designed to serve the ultimate proposed road allowance.

17.2.5 **Road Improvements**

At the present time, the existing road system in the County is adequate for the County needs. It is important, however, that normal standards of road maintenance be continued as well as a reasonable program of reconstruction followed. Certain roads in the County will require upgrading or reconstruction within the planning period of this Plan. The timing of these improvements will depend largely on road condition, traffic volume, and the financial resources of the municipality. Consideration shall be given to conducting a road needs study for the purpose of identifying what improvements are required and the timing of such improvements.

Portable asphalt plants, used by a public road authority or its agent, are permitted throughout the "Agriculture" and "Mineral Aggregate Resources" designations without amendment to this Plan or the implementing Zoning By-law. These plants are subject to the following provisions:

- (a) A certificate of approval for each plant must be obtained from the Ministry of Environment and Energy;
- (b) Each plant shall comply with minimum separation distances established by the Ministry of Environment and Energy;
- (c) Sites shall not be permitted in existing built-up areas and in environmentally sensitive areas;
- (d) Sites having previously been in agricultural use shall be rehabilitated back to their former agricultural use;
- (e) Each plant shall be removed from the site upon completion of the public

project; and

- (f) Prior to locating a portable asphalt plant in the agricultural area, consideration shall be given to the use of existing asphalt plants; locating the portable plant in a wayside pit; and locating the plant on lesser quality or inactive agricultural lands.

17.2.6 **General Policies**

The following general road policies are established by this Plan:

- (a) The development of new roads in the County shall generally occur through the plan of subdivision process;
- (b) All new County roads shall have a minimum right-of-way width of 30 metres, except as expressly permitted otherwise by County Council;
- ADDED BY OPA # 47* (c) All new Township roads shall have a minimum right-of-way width of 20 metres, except as expressly permitted otherwise by local municipal Council;
- ADDED BY OPA # 47* (d) All new development in the County must front on and have access to a public road which is constructed to a minimum standard established by the applicable road authority and which is maintained on a year round basis;
- ADDED BY OPA # 47* (e) The local municipality's implementing Zoning By-law shall set forth appropriate setbacks from roadway right-of-ways for new development;
- (f) Where additional land is required for roadway widenings, extensions, or right-of-ways, such land may be obtained by the appropriate road authority in the course of plans of subdivision, consents, and site plan agreements;
- (g) The location of access driveways should not create a traffic hazard due concealment by a curve, grade, or other visual obstruction. Access driveways should be limited in number and be designed to minimize the dangers to pedestrian and vehicle traffic in the vicinity; and
- (h) Where railway lines are being abandoned, Councils may wish to investigate the possibility of acquiring the abandoned railway right-of-way for future roadway purposes; and
- (i) Noise impact assessments may be required where sensitive land uses are proposed within 500 metres of road transportation corridors except where there are intervening land uses or topographical features which provide attenuation.

17.3 **RAILWAY LINES**

It is a general policy of this Plan that the development of new sensitive land uses (e.g. residential, institutional, commercial) near railway lines be discouraged. Notwithstanding this, it is recognized that some town, village, and hamlet areas in the County have railway lines running through or near them. In these cases, new development may be permitted in areas adjacent to railway lines provided that suitable and reasonable measures are taken to mitigate the impact of the railway on the sensitive land use. Such measures may include things such as dwelling setbacks from railway lines, noise studies, vibration attenuation, drainage, berm construction, and fencing. All proposed development within 500 metres of a railway right-of-way may be required to undertake noise studies and implement appropriate measures to mitigate any adverse effects from noise that were identified. All proposed development within 75 metres of a railway right-of-way may be required to undertake vibration studies and implement appropriate measures to mitigate any adverse effects from vibration that were identified. All proposed development adjacent to railways shall ensure that appropriate safety measures noted above are provided. The specific measures to be undertaken shall be determined by Council in consultation with the railway owner and/or the Ministry of the Environment and Energy.

This Plan supports and encourages the installation of protective measures such as warning signals or gates at level railway crossings where these measures do not exist and are warranted by train volumes, traffic volumes, or the potential for accidents.

Where railway lines are being abandoned, Councils may wish to investigate the possibility of acquiring the abandoned railway right-of-way.

17.4 **ELECTRIC POWER FACILITIES**

All existing electric power facilities and the development of new electric power facilities, including all works as defined in the Power Corporation Act (such as transmission lines, transformer stations, and distributing stations), shall be permitted uses in any land use designation throughout the County provided that:

- (a) such project satisfies the following:
 - (i) the complete review process necessary under the Environmental Assessment Act, including regulations made under the Act;
 - (ii) any other relevant statutes; and
 - (iii) hearings held in accordance with Provincial statutes and regulations where valid objections had been properly filed.
- (b) the proponent of such facilities takes into account the policies of this Official Plan in developing its program;
- (c) the proponent of such facilities shall be required to consult with the County

regarding the locational criteria for new electric power facilities;

- (d) other electric power facilities including buildings and structures not used directly for the generation and supply of power shall comply with the applicable provisions of the local municipality's implementing Zoning By-law;
- (e) the proponent will provide the County with the opportunity to study and comment on its construction and rehabilitation plans in order that the measures to be undertaken to protect agricultural land and restore it to its prior condition of productivity and the long term effects after rehabilitation is completed can be examined in light of the interests of County landowners; and
- (f) it is understood by the proponent that County Council reserves the right to take whatever measures are considered appropriate to seek redress for the municipality and/or individual landowners and/or a group of landowners if conditions of the approval of the undertaking by the Environmental Assessment Board or a Joint Board under the Consolidated Hearings Act are not satisfactorily addressed and met by the proponent.

ADDED BY This Plan encourages the consideration and development of alternative and/or
OPA # 47 new technologies for the generation of electric power.

17.5 **SOLID WASTE DISPOSAL**

Council is committed to ensuring the continuing adequacy of each of the local municipal waste management systems. Council recognizes that disposal at a sanitary landfill site is just one means of solid waste management along with reduction, reuse and recycling. Local municipal Councils will monitor the rates of future development and solid waste generation to ensure the continuing adequacy of municipal landfill sites.

Each of the local municipal landfill sites in the County is shown on Schedules "A", "B", and "C". The expansion of the existing landfill sites and establishment of new landfill sites will not require an amendment to this Official Plan provided all necessary environmental approvals are obtained. The potential migration of methane gases and leachate through soils and groundwater may create health and safety concerns. The potential for adverse effects is generally greatest within 500 metres of the landfill site and therefore within this area appropriate distance separation is required. Required setbacks shall be established in the Zoning By-law in consultation with the Ministry of Environment and Energy.

Proponents of new development within 500 metres of the landfill site, exclusive of typical farm/agricultural development, shall demonstrate the appropriateness of any setback created by virtue of the development plan to the satisfaction of the Ministry of Environment and Energy through soils, atmosphere and groundwater

testing for methane gases and leachate migration.

Closed landfill sites in the County are shown on Schedules "A" and "B". Soil and atmosphere testing for methane gases and groundwater tested for leachate will also be required where development is proposed for properties in the County which lie within 500 metres of closed landfill sites.

17.6 **SEWAGE TREATMENT FACILITIES**

ADDED BY OPA # 47 Municipal sewage treatment facilities currently exist in the Municipality North Perth, the Municipality of West Perth, and the Township of Perth East. Traditionally, these systems have served the Listowel Ward (former Town of Listowel), the Mitchell Ward (former Town of Mitchell), and the Milverton Ward (former Village of Milverton). As growth and development continues to occur in these urban ward areas and additional lands are required for urban growth purposes, the service area for the municipal sewage treatment facilities is likely to be extended into adjacent urban fringe areas in order to accommodate future growth needs.

It is a policy of this Plan that the three existing sewage treatment facilities, as described above, be recognized as permitted uses. Any improvements that are made to the existing facilities and which are located on the lands currently owned and used in connection with each of the existing treatment facilities shall be permitted. Any improvements that involve new and/or expanded sewage treatment facilities on land outside of that which is owned and used in connection with the existing sewage treatment facilities shall require an amendment to this Official Plan.

ADDED BY OPA # 47 Adequate distance separation and buffering shall be provided from adjacent residential uses. Suitable separation and buffering requirements shall be established in the local municipality's implementing Zoning By-laws.

17.7 **PUBLIC USES, UTILITIES AND SERVICES**

The establishment of all new public uses by any level of government, excepting electric power facilities as permitted by Section 17.4, the enlargement of the existing solid waste disposal facilities as permitted by Section 17.5, and the enlargement of the existing sewage treatment facilities as permitted by Section 17.6, must be in conformity with the policies of this Plan and the local municipality's implementing Zoning By-law, prior to their establishment.

The establishment of utilities and services (i.e. telephone, cable, and gas lines) shall be in conformity with the policies of this Plan and the local municipality's implementing Zoning By-law, prior to their establishment.

The establishment of communication towers (i.e. cellular telephone, radio and television) and ancillary structures shall be in conformity with the policies of this Plan and the local municipality's implementing Zoning By-law, and require a Site

Plan Agreement with the local municipality (registered on title), prior to their establishment. Such facilities shall be located so as to minimize the physical, visual and social impacts on the neighbouring residents and the surrounding landscape. Lots created to accommodate these facilities will utilize the minimum amount of land necessary.

17.8 **MUNICIPAL AIRPORTS**

ADDED BY OPA # 47 There is one municipal airport in the County of Perth, this being the Stratford Municipal Airport located at Lots 39-41, Concession 5 and Lots 38-41, Concession 6 in the North Easthope Ward of the Township of Perth East.

ADDED BY OPA # 47 This airport is licensed by the Federal Government and as such the essential operations for the functioning of an airport are permitted in accordance with Federal regulation (e.g. runways, terminal building, fuel storage, navigation facility). Federal zoning applies to this airport, which federal zoning imposes height limitations on buildings and structures in the surrounding areas. All proposals for new buildings and structures within the area of the federal zoning will be subject to the height restrictions and will be permitted only if they meet the subject height restrictions. The Township of Perth East's local municipal Zoning By-law shall contain appropriate provisions to identify the lands subject to Federal zoning and to refer to the need to comply with the Federal zoning regulations. Should NEF/NEP contour mapping become available, this Plan will be amended to reflect the appropriate NEF/NEP policies of the Provincial Policy Statement.

All activities at the site of the Stratford Municipal Airport which are not essential operations for the functioning of an airport must comply with the applicable policies of this Official Plan and the provisions of the local municipality's implementing Zoning By-law.

ADDED BY OPA No. 47

17.9 **WIND ENERGY GENERATION SYSTEMS**

Wind Energy Generation Systems (WEGS) consist of mechanical devices designed to convert wind energy into electricity. These systems can occur at small or large scales in the County. Small scale systems are intended to generate primarily for on-site domestic consumption and normally are comprised of only one generating device. Large scale systems are more appropriately described as Commercial Wind Energy Generating Systems and involve one or more generating devices. The latter systems are generally referred to as "Wind Farms" and are usually located in areas where climate (i.e. wind) conditions create a conducive environment for WEGS.

The County of Perth supports the development of Wind Energy Generation Systems (WEGS) for the production of electricity. These systems will be a source of renewable energy for the economic and environmental benefit to both the County and the Province.

17.9.1 **Small Wind Energy Generating Systems**

As required by the Provincial Planning Policy Statement, Small Wind Energy Generation Systems that are primarily intended for on-site domestic consumption of wind energy generated electricity shall be permitted in settlement areas, rural areas, and prime agricultural areas, subject to the provisions in the Zoning By-law of the local municipality. Where the local municipality's Zoning By-law does not permit Small Wind Energy Generation Systems, a planning study to the satisfaction of the local municipality must be submitted as part of the required Zoning Amendment to address the potential impacts of the wind generation system on the adjacent sensitive land uses, and explain how such impacts may be reduced.

17.9.2 **Commercial Wind Energy Generating Systems**

Commercial Wind Energy Generating Systems (CWEGS) are comprised of one or more generating units that are primarily intended to feed electricity into the transmission grid.

Given the usually large scale of CWEGS, it is anticipated that these facilities will tend to locate outside of urban areas. However, the Provincial Planning Policy Statement permits renewable energy systems (including CWEGS) in settlement areas, rural areas, and prime agricultural areas, in accordance with provincial and federal requirements. Therefore, Commercial Wind Energy Generating Systems are permitted in these designations as shown on Schedule "A" to the County of Perth Official Plan; however, an Amendment to local municipality's implementing Zoning By-law is required. A CWEGS is considerably different from the typical uses located within the County. Therefore, it is important to carefully control the establishment of these large systems, to ensure the compatibility of the land use, and the safety of neighbouring residents.

Prior to the local Council considering the approval of a CWEGS, the following policies shall be addressed:

- (i) A site plan shall be provided illustrating the location of the proposed turbines, as well as the location and height of all existing structures on the subject property and the location and height of all existing structures within 500 metres of the subject property;
- (ii) A professional engineer shall approve the base and tower design of the turbines;
- (iii) A Site Plan Agreement, pursuant to the provisions of Section 41 of the Planning Act, R.S.O. 1990 shall be required and should include location of road access, parking, accessory buildings, vegetative buffers, location of external works/facilities, storm water management/drainage and any other identified mitigation measures;

- (iv) The applicant shall review noise attenuation measures with the Ontario Ministry of the Environment, to ensure that the proposal will comply with the Ministry's requirements;
- (v) Setbacks from road allowances, lot lines, and structures (on-site and off-site) and maximum height provisions shall be established in the Zoning By-law Amendment;
- (vi) Commercial Wind Energy Generating Systems constructed within 10 kilometres of an airport reference point will require the written approval of Transport Canada. Such approval will provide assurance that there will be no adverse effect on the instrument approaches to the airport;
- (vii) Climatic conditions are the principal locational criteria for Wind Energy Generating Systems. Such uses may be permitted in the Agriculture@ designation but will be encouraged to locate on lands of lesser agricultural capability where climatic conditions are of a similar nature. The County of Perth encourages wind turbine placements that minimize the disruption to agricultural uses, and normal farming practices;
- (viii) Commercial Wind Energy Generating Systems that are located in either a "Settlement Area" on Schedule "A" of the County Official Plan (including designated settlement areas for abutting municipalities, such as the City of Stratford and the Town of St. Marys), or any sensitive land use (such as schools, nursing homes, etc), or within 500 metres of same, are required to submit a planning study to the satisfaction of the local municipality as part of the required Zoning Amendment to address the potential impacts of the wind generation system on the adjacent land uses, and explain how such impacts may be reduced;
- (ix) Commercial Wind Energy Generating Systems that are proposed in proximity to an area within a "Natural Resource/Environment" designation on Schedule "A" of the County Official Plan, must demonstrate that there is no negative environmental impact on the feature within the "Natural Resource/Environment" designation; and;
- (x) An amendment to the local municipal Zoning By-law may provide for a holding provision which should be removed when a contract has been executed to allow the Commercial Wind Energy Generating System to be connected to a transmission grid for electrical distribution.