

PART D

25. INFRASTRUCTURE AND SERVICE POLICIES

25.1. GOAL:

- To plan for growth that takes into account the availability and location of existing and planned community *infrastructure* so that *infrastructure* can be provided efficiently and effectively.
- To develop a transportation system that is safe, convenient, efficient and accessible.

25.2. OBJECTIVES:

- Maintain and enhance the level of services consistent with the social integrity, economic costs, demand and growth projections while ensuring environmental integrity.
- Encourage intensification by locating urban development where servicing costs are minimized and use is maximized. Avoid premature service and utility extensions and locate development where municipal services exist or where they can be logically and economically extended.
- Provide and improve hard services such as sidewalks, curbs, gutters, roads, sewers, water mains and street lighting to applicable standards that are appropriate to the location.
- Use all reasonable and cost effective opportunities to encourage innovative and efficient use of services.
- Identify and give priority to servicing improvements and the reduction of deficiencies which, if improved, assist in stimulating economic development and create long-term employment opportunities.
- Protect and enhance existing communication and transmission corridors and networks, and encourage the development and maintenance of modern telecommunications *infrastructure* to serve businesses and residents.
- Develop a transportation system strategy which will emphasize safety, convenience and efficiency and which will address the multiple forms of transportation found in the City including roads, waterways, trails, pedestrian routes, public transit and the airport.
- Encourage the efficient use of energy with respect to all modes of transportation.
- Link places of employment, education, cultural and community activities by safe and efficient pedestrian routes. Provide a pedestrian and cycling environment for all members of the community.
- Encourage the protection of abandoned rail corridors for public uses.

- Ensure that the City continues to play a role in the provision of special needs transportation.
- Ensure the provision, maintenance and expansion of adequate off-street parking facilities in downtown areas, and promote effective utilization of existing resources and explore opportunities to provide staging and/or parking areas for links to alternative modes of transportation.
- Ensure that the network of roads serving the City is co-ordinated with the Provincial Highway system and where necessary, adjacent municipalities.
- Ensure the continual maintenance, improvement and development of the system of municipal roads, including arterial, collector and local roads and aggregate haul routes, in a manner which minimizes the disruption to residential neighbourhoods and results in a derived benefit for all residents of the City and enhances the economic function of commercial and industrial areas.
- Ensure sufficient internal and external transportation opportunities by exploring new or expanded coach, air, commuter rail and/or shuttle services to serve the needs of community members and the travelling public.

25.3. POLICIES

Water and Sewage Facilities

- 25.3.1.** Where communal water services are required for residential development, Council will determine if they will allow the establishment of a communal well that is subject to the Safe Drinking Water Act. & current legislation.
- 25.3.2.** Written consent in the form of a Responsibility Agreement with the municipality is required for non-municipal communal wells that serve six or more private residences. The Municipality will require financial assurances as a part of the Responsibility Agreement and a detailed hydrogeological study that has been peer reviewed by the City to ensure that the water supply has sufficient quantity and quality of water and that the soils are suitable for the proposed sewage disposal systems and that cross contamination will not take place.
- 25.3.3.** Large subsurface sewage disposal systems with a design capacity of greater than 10,000 litres per day and new sewage works require approval under the Ontario Water Resources Act.
- 25.3.4.** The City operates a number of small systems. Small systems are generally not cost efficient to operate, maintain and monitor. Until the City has completed a City wide servicing master plan, no new water or sewage systems will be assumed. The serving plan will incorporate recommendations that Council can use to develop policies for assuming new water or sewage systems.

- 25.3.5.** Municipal water wells, water storage facilities, water supply and water pollution control plants and water and sewage pumping stations may be allowed in any designation.
- 25.3.6.** No new on-site wastewater system will be permitted within 100m of a lake or permanent stream within the Lake Simcoe Watershed except under the provisions of the Lake Simcoe Protection Plan.
- 25.3.7.** No new non-municipal sewage treatment plant shall be established in the lake Simcoe Watershed unless it conforms to the Lake Simcoe Protection Plan.

25.4. Servicing for New Development

- 25.4.1.** All new development with six or more residential dwellings or lots shall be on full municipal systems. The exception is within the Hamlet and Waterfront designations, provided the designation boundaries are not being expanded. Within the Hamlet and Waterfront designations, the development shall be based on the level of services that are provided within the hamlet or waterfront area. The area covered by DP8 (Longford reserve) is exempted from this policy.
- 25.4.2.** An industrial or commercial use will be considered to be dry if the on site sewage-disposal facilities are primarily for the use of employees and no industrial liquid wastes, or washing, cooling or processing water is discharged into the subsurface sewage disposal systems. Development of the land by consent, plan of subdivision or condominium shall not be approved until such time as a hydrogeological report has been submitted which demonstrates to the satisfaction of the City the capacity of the site to support private, individual water supply and sewage disposal systems. Zoning of the subject land may be placed in a Holding category to prohibit development until the required hydrogeology report has been approved by the City.
- 25.4.3.** A development that is seasonal may have a communal system if it is held under single ownership and the units or vacation dwellings have a limitation on the length that a person may reside within the development.
- 25.4.4.** Individual services are permitted for lots created by consent within the Prime Agricultural, Rural, and Waterfront Designations.

25.5. Water and Wastewater Management Systems

- 25.5.1.** Council shall only consider the construction of new, or expansion of existing, municipal or private communal water and wastewater systems where the following conditions are met:
- strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;

- plans for expansion or for new services are to serve growth in a manner that supports achievement of the *intensification* target and *density targets* in this Plan;

25.6. Transportation

- 25.6.1.** The City of Kawartha Lakes will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.
- 25.6.2.** Land uses will be planned in the vicinity of, transportation facilities such as inter-modal facilities, rail yards, airports, dockyards, and major highway interchanges that are compatible with, and supportive of, the primary goods movement function of these facilities.
- 25.6.3.** Local roads provide access to lots and serve low volumes of traffic and are generally 20 metres in width.
- 25.6.4.** Arterial Roads provide for medium volumes of traffic. In the rural areas, a right of way of 26 metres will be required for higher volume traffic areas.
- 25.6.5.** There are a number of local roads that are maintained seasonally. The City will not encourage new development on these roads unless the new development contributes to upgrades to the road to bring it up to a year round municipal standard.
- 25.6.6.** There are a number of private roads throughout the City. The City will require these to be upgraded prior to being assumed by the City. The roads right of ways should have a minimum width of 20 metres. Alternatively, the road could be part of a condominium whereby the abutting property owners would be responsible for the capital cost to upgrade the road and maintaining it.
- 25.6.7.** Where lots do not have direct access onto a maintained year round municipal road or provincial highway, the City will not permit development to take place. This provision will be incorporated into the zoning by-law. The exceptions to this provision, are when:
- a) the lot is zoned Limited Service;
 - b) the lot is within a plan of subdivision where the road is to be assumed by the municipality as provided for in a subdivision agreement;
 - c) the land owner has entered into an agreement or licence with the City for maintenance and/or construction of the road; or
 - d) access will be over a road that is part of a condominium where the owner of the lot or unit is a member of the condominium.
 - e) The area is within DP8 (Longford Area) except if application for consent, subdivision or condominium is made.

- 25.6.8.** Pedestrian and bicycle networks will be integrated into transportation planning, where feasible, to:
- provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development; and
 - provide linkages between *intensification* areas, adjacent neighbourhoods, including dedicated lane space for bicyclists on major street network where feasible.
 - Promote and support travel demand management initiatives to reduce the dependence on the single occupant vehicle (healthy community policy).

25.7. Provincial Highways

- 25.7.1.** Highways 7, 7A, 35 and 115 provide a major means of access through the City linking it to other parts of the province. An extensive planning study is nearing completion for potentially providing a four lane divided Highway from the intersection on 35/115 to Highway 7 just south of Lindsay.
- 25.7.2.** In addition, a planning study is nearing completion for work on Highway 7 in the vicinity of Lindsay. The Highway 7 planning study along the eastern boundary of the City for the section from Fowlers Corners southerly, has also been completed with a four-laning plan. The Province has determined the route of the extension of Highway 407 to link with highway 115 south of the existing Highway 115/35 intersection. There is a need to increase the protection of the highway corridors to ensure the highway integrity is not jeopardized from the impacts of development.
- 25.7.3.** All development proposals located adjacent to or within the permit control area of the MTO must obtain MTO approval prior to any construction being undertaken. Depending on the scope of the project, a site plan, Traffic Impact Study and Stormwater Management Report may be required for MTO review. Depending on the specifics of the site, additional information or studies may be required by the MTO.
- 25.7.4.** Provincial Highways will be identified with provision to expand to meet future needs through widening, realignment and creation of multiple lane controlled access highways.
- 25.7.5.** All provincial highways located within the City of Kawartha Lakes fall under the jurisdiction of the Ministry of Transportation. The provincial highway system will continue to preserve the long-term safety and operating viability of the Provincial highway system to ensure the most effective movement of people, and goods and at the same time protect the investment in existing and future transportation *infrastructure*. Access to any development shall be, as far as possible, via a local road system to preserve the operating viability of the Provincial Highway System. If direct access onto a Provincial Highway is necessary, entrance permits shall be

obtained from the Province. The issuance of permits for entranceways to a Provincial Highway is solely within the discretion of the Province.

25.7.6. Entrance permits granted to one property for access to a Provincial highway shall not be deemed to provide access to the Provincial System to any other property unless specific permission is granted by MTO. Generally, MTO requires that each property has its own access and that any new access only be at public road entrances that meet the spacing requirements of the MTO.

25.7.7. Only those land uses that are compatible with the operation of a MTO Patrol Yard will be permitted to locate adjacent to the MTO Patrol Yard.

25.8. Airport

25.8.1. Development adjacent to the Lindsay airport and in particular *sensitive land uses* that are not compatible should be prohibited in order to protect and to provide for any expansion. Such expansions include the extensions of the runways for aircraft approaches and take off.

25.8.2. An Airport Master Plan was completed in 2002. The purpose of this Plan was to provide guidelines for the orderly long-term development of the Airport's lands, operation and facilities. Guidelines of this Plan included satisfying present and future aviation demand in a financially responsible manner, while considering environmental and socio- economic issues.

25.8.3. The City's objective for the Airport is to provide the residents and businesses of Kawartha Lakes with access to convenient and cost effective air transport services in a socially and fiscally responsible manner; while being progressive in its efforts to promote, develop and upgrade the Airport's lands and facilities.

25.9. Rail Lines

25.9.1. The existing rail line will be recognized with provisions for new lines to be established to meet the future requirements of the City.

25.9.2. Council will encourage increased use of the existing rail line from Peterborough to Toronto through Pontypool, in particular for passenger service.

25.9.3. Although a number of rail lines have historically been abandoned, the City will encourage the establishment or reestablishment of rail lines to meet the future requirements of the City.

25.9.4. The establishment of a new rail line will not necessitate an amendment to this Plan.

25.10. Telecommunication and Utility Infrastructure

25.10.1. Council shall ensure that adequate utility networks are, or will be, established to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.

25.10.2. All utilities, including telecommunications, shall be planned for and installed on a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruption. All large, above-ground utility infrastructure located and designed to be compatible with its environment.

25.10.3. Council supports the coordinated planning and installation of utilities in initial common trenches, wherever feasible, to avoid unnecessary over-digging and disruption of municipal rights of way.