4.2 Infrastructure

Infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt.

There is already extensive local and regional *infrastructure* within the Greenbelt to serve its settlements, agricultural and resource sectors and the rural economy. Existing *infrastructure* must be maintained and new *infrastructure* will be needed to continue serving existing and permitted land uses within the Greenbelt.

In addition, major *infrastructure* serving national, provincial and inter-regional needs traverses the Greenbelt. It is also anticipated that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.

4.2.1 General Infrastructure Policies

For lands falling within the Protected Countryside, the following policies shall apply:

1. All existing, expanded or new *infrastructure* subject to and approved under the *Canadian Environmental Assessment Act*, the *Environmental Assessment Act,* the *Planning Act*, the *Aggregate Resources Act*, the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:
    a. It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
    b. It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate *infrastructure* connections among urban growth centres and between these centres and Ontario's borders.

2. The location and construction of *infrastructure* and expansions, extensions, operations and maintenance of *infrastructure* in the Protected Countryside, are subject to the following:
    a. Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such *infrastructure*;
    b. Planning, design and construction practices shall minimize, wherever possible, the *negative impacts* and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
    c. Where practicable, existing capacity and coordination with different *infrastructure* services is optimized so that the rural and existing character of the Protected Countryside and the overall urban structure for southern Ontario established by Greenbelt and any provincial growth management initiatives are supported and reinforced;
    d. New or expanding *infrastructure* shall avoid *key natural heritage features* or *key hydrologic features* unless need has been demonstrated and it has been established that there is no reasonable alternative; and
    e. Where *infrastructure* does cross the Natural Heritage System or intrude into or result in the loss of a *key natural heritage feature* or *key hydrologic feature*, including related *landform features*, planning, design and construction practices shall minimize *negative impacts* and disturbance on the features or their related functions, and where reasonable, maintain or improve *connectivity*.

3. *Infrastructure* serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the *vegetation protection zone* of a *key natural heritage*

Infrastructure
Means physical structures (facilities or corridors) that form the foundation for development or resource use. *Infrastructure* includes: sewage and water systems, sewage treatment systems, waste management systems, electric power generation and transmission including *renewable energy systems*, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Transportation, infrastructure and utilities

41. (1) Transportation, infrastructure and utilities uses include,

(a) public highways;

(b) transit lines, railways and related facilities;

(c) gas and oil pipelines;

(d) sewage and water service systems and lines and stormwater management facilities;

(e) power transmission lines;

(f) telecommunications lines and facilities, including broadcasting towers;

(g) bridges, interchanges, stations and other structures, above and below ground, that are required for the construction, operation or use of the facilities listed in clauses (a) to (f); and

(h) rights of way required for the facilities listed in clauses (a) to (g). O. Reg. 140/02, s. 41 (1).

(2) An application for a transportation, infrastructure or utilities use with respect to land in a Natural Linkage Area shall not be approved unless,

(a) the need for the project has been demonstrated and there is no reasonable alternative; and

(b) the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:

1. The area of construction disturbance will be kept to a minimum.

2. Right of way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure and utility uses within a single corridor as possible.

3. The project will allow for wildlife movement.

4. Lighting will be focused downwards and away from Natural Core Areas.

5. The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum. O. Reg. 140/02, s. 41 (2).

(3) An application for a transportation, infrastructure or utilities use with respect to land in a Natural Core Area shall not be approved unless the applicant demonstrates that,

(a) the requirements of subsection (2) have been met;

(b) the project does not include and will not in the future require a highway interchange or a transit or railway station in a Natural Core Area; and

(c) the project is located as close to the edge of the Natural Core Area as possible. O. Reg. 140/02, s. 41 (3).

(4) Except as permitted in subsection (5), with respect to land in a key natural heritage feature or a hydrologically sensitive feature, all new transportation, infrastructure and utilities uses and all upgrading or extension of existing transportation, infrastructure and utilities uses, including the opening of a road within an unopened road allowance, are prohibited. O. Reg.

140/02, s. 41 (4).

(5) Transportation, infrastructure and utilities uses may be permitted to cross a key natural heritage feature or a hydrologically sensitive feature if the applicant demonstrates that,

(a) the need for the project has been demonstrated and there is no reasonable alternative;

(b) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum;

(c) the design practices adopted will maintain and, where possible, improve or restore key ecological and recreational linkages, including the trail system referred to in section 39;

(d) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and

(e) the long-term landscape management approaches adopted will maintain and, where possible, improve or restore the health, diversity, size and connectivity of the key natural heritage feature or hydrologically sensitive feature. O. Reg. 140/02, s. 41 (5).

(6) Service and utility trenches for transportation, infrastructure and utilities shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum. O. Reg. 140/02, s. 41 (6).

Oak Ridges Moraine Conservation Act

The Oak Ridges Moraine ("ORM") is a significant landform located in Southern Ontario that stretches 160 km between the Trent River in the east and the Niagara Escarpment in the west. The ORM divides watersheds into those that drain south into Lake Ontario and those that drain north into Lake Simcoe and it forms the headwaters of many of these watercourses. In total, the ORM includes 190,000 ha of land that forms a significant part of the natural heritage of southern Ontario. In order to protect the special features contained within the ORM, the Province of Ontario enacted the ORMCP and the *Oak Ridges Moraine Conservation Act* ("ORMCA") to provide land use policy and resource management direction to provincial ministers, ministries, agencies, municipalities, planning authorities, landowners and other stakeholders on how the ORM's ecological and hydrological features and functions are to be protected. Any decisions made under the *Planning Act*, including Official Plans, are to conform to this plan (MMAH, 2001). Under the ORMCP, land use is divided into four categories: Natural Core Areas, Natural Linkage Areas, Countryside Areas and Settlement Areas. These areas are described as:

- Natural Core Areas – are lands with the greatest concentration of key natural heritage features that are critical to maintaining the integrity of the ORM.
- Natural Linkage Areas – are areas that provide critical natural and open space linkages between the Natural Core areas and along rivers and streams.
- Countryside Areas – are areas that provide an agricultural and rural transition and buffer between Natural Core Areas and Natural Linkage Areas, and the urbanized Settlement Areas.
- Settlement Areas – are areas that include a range of existing communities planned by municipalities to reflect community needs and values.

The study area for this Project includes all four of these land use designations. Although development is restricted in many of the land use designations, the development of a new natural gas pipeline is allowed when the need for the pipeline has beenestablished and that there is no reasonable alternative for the proposed route (MMAH, 2001).

The need for the new pipeline has been established through the Ontario Power Authority's request to construct the YEC LP. The route selection process described in this report has been conducted to ensure compliance with the ORMCA and ORMCP. As the preferred route is located within existing road RoWs, the effects of the Project to the surrounding sensitive areas is anticipated to minimal as these areas are already disturbed and are generally cleared of natural vegetation communities.