# Municipal Land Use Permit Guidelines

## Operations Department

## Definitions

## Introduction

What is a Municipal Land Use Permit and When is it Required?

Classes of Municipal Land Use Permits and Their Purpose

Restrictions to Staging on Town Land

Municipal Land Use Occupancy Permits / Land Occupancy Agreement Details

Municipal Land Use Development Permit Details

Municipal Land Use Construction Permit Details

Landscape Allowed on Town Lands Without a Land Occupancy Agreement

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### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Land Use Permit Guidelines</td>
<td>1</td>
</tr>
<tr>
<td>Operations Department</td>
<td>1</td>
</tr>
<tr>
<td>Definitions</td>
<td>2</td>
</tr>
<tr>
<td>Introduction</td>
<td>5</td>
</tr>
<tr>
<td>What is a Municipal Land Use Permit and When is it Required?</td>
<td>6</td>
</tr>
<tr>
<td>Classes of Municipal Land Use Permits and Their Purpose</td>
<td>6</td>
</tr>
<tr>
<td>Restrictions to Staging on Town Land</td>
<td>7</td>
</tr>
<tr>
<td>Municipal Land Use Occupancy Permits / Land Occupancy Agreement Details</td>
<td>7</td>
</tr>
<tr>
<td>Municipal Land Use Development Permit Details</td>
<td>8</td>
</tr>
<tr>
<td>Municipal Land Use Construction Permit Details</td>
<td>13</td>
</tr>
<tr>
<td>Landscape Allowed on Town Lands Without a Land Occupancy Agreement</td>
<td>14</td>
</tr>
</tbody>
</table>
Definitions

**Application:** Shall mean the application prescribed by the Director to apply for a land use permit.

**By-law:** Shall mean By-law #2014-65.

**Commercial/Industrial/Institutional Entrance:** Provides access to Commercial/Industrial/Institutional lands.

**Construction Equipment and Vehicles:** Steel or rubber track, drum, pad or wheel vehicles and construction vehicles with Equivalent Single Axle Load (ESAL) ratings greater than 0.5 including dump trucks, concrete trucks, loaders, equipment and material delivery vehicle etc.

**Damage Deposit:** Shall mean a sum of money paid by the owner to the Town as a condition of the issuance of a Municipal Land Use Permit (MLUP) which may be used by the Town to repair any damage caused to Town Land during the installation of the works for which a MLUO is issued for or during the construction of any buildings or structures on the owner’s land.

**Director:** Shall mean the person holding the title of Director of Operations or the Director of Community Services for the Town or his or her designate, depending on the location of the buildings or structures or the proposed works on Town land.

**Easement:** Shall mean an easement appurtenant to land granted in favour of the Town for construction of municipal and utility infrastructure and shall be considered Town Land.

**Entrance:** Shall mean the works constructed on Town Land between the travelled portion of the road and the subject property. The works shall be constructed to the satisfaction of the Town in compliance with the Engineering Standards, Land Use Permit Guidelines, various Town Entrance Guideline Drawings and the Municipal Land Use Permit requirements.

**Emergency Access:** Provides access to developments, for emergency vehicles only if the main access to the development is not available. Adequate measures are to be incorporated into the emergency access to prevent (actively discourage) use by private residences or delivery vehicles.

**Field Entrance:** Shall mean an entrance to access agricultural lands where no buildings or structures exist. Typically, 1 access may be granted per field.

**Municipal Road:** Shall mean a common and public highway under the jurisdiction of the Town the types of which are more particularly described in Section 26 of the Highway Traffic Act R.S.O. 1990, C.H8 and includes a Municipal Road that has not been assumed by by-law for public use. Municipal Land Use Permits apply to Municipal Roads the have been assumed by By-law. Entrance work on roads not assumed by the Town is a component of the subdivision work and will be accepted by the Town through the assumption process. Private (Condo) Roads, County Roads and Provincial Highways are not Municipal Roads.
**Install**: Shall also mean erect, construct, reinstall, reconstruct, undertake, perform, place or store.

**Land Occupancy Agreement**: Shall mean an agreement between the owner and the Town permitting the installation and defining the terms of works on Town Land and the encroachment on or occupation of Town Land by buildings, structures or works. The Land Occupancy Agreement is an attachment to a Municipal Land Use Occupancy Permit.

**Licence Fee**: Shall mean an annual fee set out in the Town’s Fees and Charges By-law to be paid to the Town for the right for buildings, structures and works to encroach on and occupy Town Land in accordance with a Municipal Land Use Occupancy Permit and associated Land Occupancy Agreement.

**Municipal Land Use (MLU) Permit**: Shall mean a permit issued by the Director in accordance with the By-law for the installation of works on Town Land and the encroachment on or occupation of town land by buildings, structures or works. The classes of MLU Permits are: Occupancy, Development, Construction and Maintenance.


**Owner**: Shall mean the person who, as the context of By-Law 2014-65 requires, is the owner of the works of the encroaching buildings, structures or works or the vehicle for which the land use permit is issued.

**Permit Fee**: Shall mean a non-refundable fee set out in the Town’s Fees and Charges By-law to be paid to the Town for a land use permit.

**Person**: Shall mean an individual and includes a corporation and the successors, assignees, heirs, executors, administrators and other legal representatives of a person.

**Residential Entrance**: Work constructed on Town Land between the travelled portion of the road and the front lot line which provides access to a residential lot.

**Right of Way (ROW)**: Shall mean the full width of the highway granted as Town Land and includes the travelled portion of the highway as well as the boulevards.

**Staging**: Shall mean the placement, deposit, temporary storage, loading or unloading of equipment and materials of any kind on town land, but does not include the lawful parking of vehicles.

**Street Furniture**: Objects and equipment installed within the ROW for different purposes including municipal infrastructure such as hydrants, valves, maintenance holes, buried pipes and wires, inspection ports, signage, guide rails, guards, benches, landscape features, street trees etc. and utility infrastructure such as poles and associated guys, pedestals, transformers, switching gear, buried pipe conduit and wires etc.
**Town**: Shall mean the Corporation of the Town of The Blue Mountains.

**Town Land**: Shall mean any land owned, managed or leased by the Town and shall include, but not be limited to, parkland, public open space, public waterfront access points, highways and easements appurtenant in the Town’s favour and any Town owned infrastructure installed on town land.

**Works**: Shall mean any works, including but not limited to, filling, grading, drainage, culverts, driveways, berms, fencing, trees, shrubs, hedges, landscaping of any kind, property entrances, utilities, private plumbing, scaffolding, staging material, debris, patios, planters, signage, rural mailboxes or any other object or thing. The total construction and related services that change the pre-construction condition of Town Land.
Introduction

On September 22, 2014, the Town of The Blue Mountains enacted By-Law 2014-65, being a By-law to regulate the installation of works on Town Land and establish a process to issue Municipal Land Use Permits. The following guidelines provide direction on the design and implementation of works. Section 2 of By-law 2014-65 states “No person shall install or cause to be installed, either temporarily or permanently, any works on, over or under any portion of town land, without the owner having first obtained a land use permit from the Director in accordance with this by-law”. The owner of the works is ultimately responsible for all compliance with the Municipal Land Use Permit requirements including the materials, construction methods and construction forces associated with the works.

Town Land may be misunderstood by some landowners. The most common Town Lands are the roads. However, while everyone likely understands the roads belong to the Town the right of way (ROW) or road allowance is much wider than the road. Typically, a ROW is 20 metres (66 feet) wide and the road is in the centre of the ROW. However, there are quite a few places where the road is not in the center of the ROW so owners should be aware of this. The only way to know where the line is between private land and Town Land is with a legal survey. The entire ROW is town land which means a portion of the residential front yards that are maintained by the owner are actually on Town Land. In addition to ROWs, Town Lands include parks, blocks and easements for municipal infrastructure like water mains, sanitary and storm sewers, storm drainage routes, and unopened road allowances etc.

Owners should be aware of:

- the presence of Town Land such as easements appurtenant on their lands. An easement granted to the Town as a condition of developing the land for example, will have restrictions on the owner’s use of their land within the easement. Typically, an easement is granted to allow construction of required infrastructure, access to infrastructure or a storm drainage route to service the development. Typically, these easements must be clear of all encumbrances to allow the Town access to monitor and maintain infrastructure. These lands shall not be encumbered by the landowner beyond what is allowed by the easement without a valid Municipal Land Use Permit;
- the presence of town land abutting their property. The Town owns numerous blocks of land that were typically granted as a condition of a Development Agreement or registration of a Plan of Subdivision. Owners of land abutting town lands shall not encumber these lands with anything more than natural ground cover. In some cases, these lands will be left to naturalize by the Town. Abutting landowners shall not encumber or occupy these lands without a valid Municipal Land Use Permit;
- constructed works on Town Land either inadvertently, as in the case of extending landscaping from their property, or without due regard to the ownership of land, a Municipal Land Use Permit for the works will be required, or the works removed.
What is a Municipal Land Use Permit and When is it Required?

A Municipal Land Use Permit is a document that describes the scope of the work and the time frame for which the works are permitted. The Site Plan provided with the permit application and updated as required by the Town or amended by the Town is a critical feature of the permit and shall be considered part of the permit.

When any works, either temporary or permanent, are undertaken or constructed on, over or under any portion of Town land a Municipal Land Use Permit is required. Municipal Land Use Permits are applicable to works on assumed Town Land. Works on Town Land that are being constructed under a development agreement, that are secured, and will be accepted by the Town typically do not need a MLUP. Where a permit is required, it shall be obtained prior to the start of the construction of the works. A fine may be levied when works are undertaken without a permit and the works may be required to be removed.

In new subdivisions that have not been assumed by the Town all work, including entrances, are part of the subdivision works. Once the subdivision is assumed by the Town, lots that have not been developed will require a Municipal Land Use Permit.

Classes of Municipal Land Use Permits and Their Purpose

**MLU Occupancy Permit/Land Occupancy Agreement:** When a person wishes to construct works that will occupy on, over or under Town Land, or they wish to occupy Town Land for a specific purpose, such as crane hoisting they will need a Municipal Land Occupancy Permit and execute a Land Occupancy Agreement which clarifies the details and time frame of the occupancy.

**MLU Development Permit:** For property that is being developed, re-developed (significant construction activity such as demolition of existing building and construction of new building or the existing building is increased in size by more than 50%) or change of use is taking place. The permit covers all the work required by the Town to allow the property to be developed. Properties are created by various means and in some cases the work required on Town land to develop the lot may not have been completed. Essentially the lot being developed will need an entrance off the road that is safe and does not compromise Town land or neighbouring private land. The work may be significant such as tree removal to create safe sightlines or ditch regrading, reshaping or creating across the lot frontage and possibly neighbouring properties in order to construct the entrance. This class of permit is applicable to permanent development of the site with a permanent entrance or agricultural development with a field entrance.

**MLU Construction Permit:** For a property with an existing entrance where construction activities such as building additions; landscaping; pools with construction equipment; or staging is proposed with an estimated value of greater than $25,000 and no changes to the existing Town land is proposed. Where the existing entrance is deemed deficient by the Town,
upgrading the entrance may be required such as clearing trees on Town Land to recreate sight lines or regrading and paving the entrance or replacing a deficient culvert. Where access to the construction site cannot be achieved through the existing entrance, the MLU Construction Permit can recognize a temporary entrance across Town Land that will be removed, and the Town Land restored following the construction work.

**MLU Maintenance Permit:** For a property that has been developed with an existing entrance that was approved by the Town and requires maintenance. Where the existing entrance works have deteriorated such as cracked asphalt or failing culvert end protection/headwalls this permit will allow replacement or restoration of the works. Where any of the works are deficient by Town Engineering Standards, practices and guidelines etc. the Town will require the deficiencies corrected.

**Restrictions to Staging on Town Land**

Owners must ensure that staging/storage of material on open roads or sidewalks are removed and the road/sidewalk cleaned by 4:30pm each day Monday to Friday. No staging/storage of materials is allowed on weekends or holidays or between November 1st and May 31st which is the winter control season. At no time shall staging/storage of material restrict an open road to less than a 6.0m wide clear route for emergency vehicle passage. Emergency vehicles have planned routes through the road network for emergency response and they rely on these routes to be clear of obstructions. Construction equipment and vehicles associated with the construction must also adhere to the same restrictions as staging and storage of material on open roads.

**Municipal Land Use Occupancy Permits / Land Occupancy Agreement Details**

By-law 2104-65 Section 2 states “No person shall install or cause to be installed, either temporarily or permanently, any works on, over or under any portion of town land, without the owner having first obtained a land use permit from the Director in accordance with this by-law”. The owner of the works is ultimately responsible for compliance with the Municipal Land Use Permit/Land Occupancy Agreement requirements including the materials, construction methods and construction forces associated with the works.

The Director may refuse to issue or renew a Municipal Land Use Occupancy Permit if the Director decides that the installation of the works on Town Lands or the continuing encroachment on or occupation of Town Land with any works will interfere with the current or future use, operations, maintenance and construction activities of the Town. An owner may appeal a decision made by the Director under this section to Town Council whose decision on the appeal will be final.
The owner of the works that has a valid Municipal Land Use Occupancy Permit shall pay the associated licence fee when due in accordance with the Land Occupancy Agreement. The owner of the works shall remove same, at their own expense, if they fail to pay the licence fee or the Town refuses to renew the permit. If the owner does not remove the works the Town may, at the owner’s expense, remove same, restore the Town Land and recover the costs, along with a 25% administration fee, from the owner.

The owner of works installed on Town Land before the enactment of By-Law 2014-65 shall obtain a land use permit for such works if required by the Director regardless of the date of installation and circumstances of the works regardless of whether the works are temporary or permanent. Adverse possession in not applicable to Town Land or ROWs.

All Municipal Land Use Occupancy Permits shall have a site plan as described in the Municipal Land Use Development Permit Details.

Municipal Land Use Development Permit Details

Site Plan

All MLU Development Permits shall be accompanied by a detailed, scaled site plan that describes the existing conditions, drainage patterns and the works that are proposed for the entrance and the lot frontage. The site plan must show sufficient detail of the existing lot and surrounding land as appropriate for the complexity of the work. The site plans shall include:

- North arrow;
- Street names;
- Drainage features both upstream and downstream of the planned entrance such as existing entrance culverts or road crossing culverts, ditch inlet or outlet structures and proposed ditch grades;
- Existing street furniture such as hydrants, streetlights, utility pedestals, sidewalks, street trees etc. and proposed street furniture such as sidewalks that will be constructed in an unfinished subdivision. Clearance required is typically 1.5m;
- Width of entrance and proposed entrance material (paved in ROW on hard surface roads);
- Length diameter, gauge/wall thickness of culvert, clearance from property line, clearance from existing culverts and drainage structures;
- Clearance of the entrance required by zoning from the property line and street furniture such as hydrants, utility poles, utility pedestals, hydro vaults, streetlights, street trees etc. and dimensions to same;
- Grade of entrance within the ROW; and,
- Surface material of the travelled portion of the road and surface material for the proposed entrance.
Location of Entrance

The Town may restrict the location of an entrance onto a municipal road in the interest of public safety. General considerations for the location and design of an entrance are:

- Interference with safe movement of public traffic, pedestrians or other users of the road;
- Sight lines/distances, grade and alignment of the new entrance;
- Proximity of proposed entrance to intersections, bridges and street furniture;
- Grade of the Entrance within the ROW (boulevard);
- Rural road culvert end treatment/driveway ditch slope/drainage from entrance; and,
- Zoning requirements for the land to which an entrance is granted.

Entrance Sight Line Distances

The following minimum sight distances are recommended for entrance locations:

<table>
<thead>
<tr>
<th>Posted Speed Limit</th>
<th>Minimum Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>50km/h</td>
<td>120m</td>
</tr>
<tr>
<td>60km/h</td>
<td>140m</td>
</tr>
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<td>70km/h</td>
<td>160m</td>
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<tr>
<td>80km/h</td>
<td>180m</td>
</tr>
</tbody>
</table>

When measuring the sight line distance, the following standard measurements shall be used:

- Driver’s eye level above ground: 1.05m
- Height of oncoming vehicle roof: 1.30m
- Eye level location for vehicles entering road: 5.0m back from edge of road

Entrances on Rural Road Cross-Sections

A rural road cross-section does not mean a road in the rural area of Town. A rural road cross-section means any road that has a roadside ditch. The entrance to land or lots on a rural road cross-section will require a culvert to allow the water in the ditch to flow under the entrance. The Town has developed “Rural Entrance Profile Guidelines” and “Rural Culvert Profile Guidelines” drawings, attached below.
The entrance must be constructed in conformance with the road’s cross-section design. For lots within new subdivisions that have not been assumed by the Town, there may be features that have not been constructed. Homes and entrances may be constructed before all of the developer’s work is complete. The entrances shall be constructed to accommodate the road design.

The entrance must have a low spot over the culvert for several reasons:

- The storm water flowing off the driveway/entrance and the road must be directed to the ditch rather than the road;
- The snow plowing operation requires that the entrance between the edge of the road and the culvert continue the cross fall of the road to allow the snow to be pushed off the road and reduce damage to the entrance surface; and,
- Culverts are typically undersized for significant storm runoff events, if the storm event washes out the culvert this damage must be contained in the ditch line and not erode the road structure.

The maximum length of a culvert for a residential entrance is 9 metres. The maximum width of a residential entrance is typically 6.1m or as allowed by the property’s zoning. Depending on the width of the entrance and the depth of the ditch a number of issues should be considered:

- A standard roadside ditch with the current Town standard road structure should have an invert approximately 1.0m below the road centreline. With the road cross fall at 2% carried to the location of the culvert, the entrance at this point should be approximately 0.85m above the culvert invert. Using a 3:1 slope from the culvert inverts up to the edge of the entrance will result in an entrance width of approximately 4m;
- If a wider entrance than 4m is desired the slope from the invert of the culvert to the edge of driveway will be steeper than the recommended maximum 3:1 slope and some form of culvert end treatment/entrance side slope support or culvert headwall will be required;
- A shorter culvert may also be selected by the owner with appropriate culvert end treatment/entrance side slope support or culvert head wall. The Town generally prefers the shortest culvert possible; and,
- Where driveway side slope support or culvert headwall is used, the feature shall not be higher than the entrance surface within the boulevard.

The entrance structure must be constructed properly to reduce frost heaving of the culvert. Culvert humps and culvert headwall failures are typically associated with poor preparation, poor construction techniques and unsuitable materials. Construction of the entrance shall include the following:

- All organic material (topsoil, vegetation, stumps and roots) shall be removed from the footprint of the entrance and culvert. All organic material, soil and rock shall be removed to a depth of 200mm below the design invert of the roadside ditch;
• Please note that for older roads the ditches may be partially filled with winter sand and naturalized vegetation. The ditch across the lot being developed may need to be regraded as part of the entrance construction. Elevations of the nearest upstream and downstream culvert shall be confirmed and included on the permit site plan to determine the required inverts for the new entrance culvert;
• All pipe bedding, pipe embedment, backfill and entrance base shall be Granular A. Proper compaction of this granular material is key to the performance of the entrance and culvert; and,
• Entrances that are extended from roads that are paved with any form of surface treatment (asphalt, concrete, tar and chip, etc.) must be paved with a minimum of 65mm HL-3A compacted to 92% of the material’s Maximum Relative Density (MRD) on a Granular A base of 200mm compacted to 98% of the material’s Standard Proctor Maximum Dry Density (SPMDD).

The minimum diameter of an entrance culvert is 500mm. Where a lot is located in an engineered subdivision, the culvert size and grades must conform to the requirements of the subdivision design. In some rare cases, where the upstream catchment area is small or the entrance is located at a highpoint in the road, a culvert smaller than the minimum may be allowed at the discretion of the Director. Corrugated Steel Pipe (CSP) entrance culverts shall have a minimum wall thickness of 2.0mm (14 gauge) and shall be Z610 galvanized (610g/m²) with a 50-year service life. High Density Polyethylene (HDPE) entrance culverts shall be open profile (Boss 2000) and rated as 320 kPa.

The location of the culvert and entrance in the ROW is governed by the Town’s infrastructure maintenance requirements as well as the Zoning By-law requirements. The definition of the projection of the side property line and side yard is critical to this discussion. The side property line projection is a theoretical line that extends from the front lot corner to the centre of the ROW either along a line perpendicular to the centreline of the ROW or the centre point of a cul-de-sac or an expanded elbow. The culvert shall have a minimum of 1.0m clearance from the projection of the side property line. The entrance shall have a same side yard clearance required by the zoning of the subject property from the projection of the side property line.

Where an entrance will serve land that has not been “engineered”, significant work by the owner may be required. Examples of these would be lots created by severance or lots in an older Plans of Subdivision. The work could include extensive ditch and boulevard work to create the proper road cross-section in front of the lot. Permits from other agencies may be required. Engineering analysis of the local storm run-off and culvert size may also be required.

Landscaping is not permitted in the roadside ditch as the ditch is intended to convey water without restrictions. The Town also cleans out the ditches periodically and can not have various landscape elements in the ditch. Similarly, foundation drain sump discharge, or any storm water discharge pipes shall not be extended to Town land such as the ditch, these must
terminate on private property. Any landscaping within a Town ROW or an easement granted to the Town may be removed at any time and will be restored to the allowable ground cover mentioned above. The specific policy on landscaping on Town land is attached to this document.

The owner may elect to install a heavy-duty entrance for the period of construction consisting of a pipe between 150mm and 300mm and a minimum of 50mm crusher run gravel for pipe embedment and entrance structure. The would be replaced with the permanent entrance after the heavy construction period is finished.

Silt fence surrounding the construction that is placed 300mm inside the property limits shall be erected and maintained until the final ground cover is established.

Profile drawings of the entrance and culvert are attached to this document.

**Entrances on Urban Road Cross-Sections**

An urban road cross-section does not mean a road in the urban area of Town. An urban road cross-section means any road that is serviced by a storm sewer system and does not have roadside ditches.

The maximum width of an entrance shall be as per the zoning regulations for the land being developed, typically 6.1m.

The entrance structure must be constructed properly to avoid differential settlement and frost heaving. Premature failure of entrances is typically associated with poor preparation, poor construction techniques and unsuitable materials. Entrances are the property of the associated land that they serve, constructed under a permit from the Town. Construction of the entrance shall include the following:

- All organic material (topsoil, vegetation, stumps and roots) shall be removed from the footprint of the entrance; and,
- Entrances that are extended from roads that are paved with any form of surface treatment (asphalt, concrete, tar and chip, etc.) must be paved.

The location of the entrance in the ROW is governed by the Town’s Zoning By-law requirements. The definition of the projection of the side property line and side yard is critical to this discussion. The side property line projection is a theoretical line that extends from the front lot corner to the centre of the ROW either along a line perpendicular to the centreline of the ROW or the centre point of a cul-de-sac or an expanded elbow. The entrance shall have a same side yard clearance required by the zoning of the subject property from the projection of the side property line.

Where an entrance will serve land that has not been “engineered”, significant work by the landowner may be required. Examples of these would be lots created by severance or lots in an older Plan of Subdivision. The work could include extensive ditch and boulevard work to create
the proper road cross-section in front of the lot. Permits from other agencies may be required. Engineering analysis of the local storm run-off and culvert size may also be required.

The owner shall take precautions to protect existing municipal infrastructure such as curbs and sidewalks from damage.

Silt fence surrounding the construction that is placed 300mm inside the property limits shall be erected and maintained until the final ground cover is established.

Profile drawings of urban entrances are attached to this document.

**Municipal Land Use Construction Permit Details**

**Site Plan**

All MLU Construction Permits shall be accompanied by a detailed, scaled site plan that describes the existing conditions.

Where a temporary entrance is required to facilitate the construction the site plan shall be consistent with the requirements of a Municipal Land Use Development Permit.

**Temporary Entrances**

When the property has an existing permanent entrance and the proposed improvement to the property requires access at a different location The Municipal Land Use Construction Permit can permit a temporary entrance. The temporary entrance is allowed for the construction of the proposed improvement and shall be fully removed, and the Town Land restored to complete the permit.

**During Construction**

The owner shall take precautions to protect existing municipal infrastructure such as curbs and sidewalks from damage.

Silt fence surrounding the construction that is placed 300mm inside the property limits shall be erected and maintained until the final ground cover is established.

**Municipal Land Use Maintenance Permit Details**

**Site Plan**

All MLU Construction Permits shall be accompanied by a detailed, scaled site plan that describes the existing conditions.

During Construction the owner shall take precautions to protect existing municipal infrastructure such as curbs and sidewalks from damage. Silt fence surrounding the construction that is placed 300mm inside the property limits shall be erected and maintained until the final ground cover is established.
Landscape Allowed on Town Lands Without a Land Occupancy Agreement

Generally private landowners shall not encumber Town Lands with any landscape, structures or works either above or below ground. Town lands that are not developed with roads, sidewalks, trails, parking areas, scour protection measures, municipal infrastructure etc. are grass covered or allowed to naturalize.

Town Lands that are a ROWs typically contain municipal infrastructure such as roads, sidewalks, street trees etc. on the surface and water distribution and wastewater and storm water collection systems below grade. The ROWs also contain utility infrastructure such as the Bell, Rogers, Hydro One, Collus/Power Stream, Union Gas utility systems. The utility systems include the mains and services underground or on pole lines as well as the distribution control devices such as pedestals, transformers, control apparatus, valves etc. The Town and the utilities require the boulevards be kept clear of encumbrances to allow access for maintenance and repair. Any private encumbrances present on town lands may be removed at any time by the Town or Utilities for any reason and the disturbed area will only be restored with grass seed.

With this understanding of the Town Lands, it is clear that private front lawns extend from the private lands onto the town land. The Town policy on private landscaping on Town land is attached to this document.
TOWN OF THE BLUE MOUNTAINS
RURAL CULVERT PROFILE
GUIDELINES

NOTE:
1. ALL ORGANIC AND SATURATED MATERIAL SHALL BE REMOVED BELOW CULVERT AND ENTRANCE.
2. CULVERT END PROTECTION/HEADWALL SHALL NOT EXTEND ABOVE ENTRANCE ELEVATION.
3. ENTRANCE GRADES SHALL DIRECT SURFACE WATER TO DITCH.
4. ALL DISTURBED AREAS SHALL BE RESTORED WITH 100mm TOPSOIL AND SOD.

CULVERT SPECIFICATIONS
SIZE MINIMUM 500mm OR AS REQUIRED BY STORM CALCULATIONS
MATERIAL: HDPE - OPEN PROFILE (BOSS 2000) 320 kPa
CSP - 2.0mm MIN. WALL THICKNESS (14 GAUGE)
2610 GALVANIZED (610g/m²)
LOT ELEVATION LOWER THAN ROAD

LOT ELEVATION HIGHER THAN ROAD

CULVERT SPECIFICATIONS
SIZE: MINIMUM 500mmØ OR AS REQUIRED BY STORM CALCULATIONS
MATERIAL: HDPE - OPEN PROFILE (BOSS 2000) 320 kPa
CSP - 2.0mm MIN. WALL THICKNESS (14 GAUGE)
Z610 GALVANIZED (610g/m²)

NOTE:
1. ALL ORGANIC AND SATURATED MATERIAL SHALL BE REMOVED BELOW CULVERT AND ENTRANCE.
2. LOW POINT REQUIRED OVER CULVERT FOR STORM DRAINAGE AND SNOW PLOWING.
3. CULVERT END PROTECTION/HEADWALL SHALL NOT EXTEND ABOVE ENTRANCE ELEVATION.
4. CULVERT GRADES SHALL ACCOMMODATE UPSTREAM AND DOWNSTREAM DRAINAGE FACILITIES.

TOWN OF THE BLUE MOUNTAINS
RURAL ENTRANCE PROFILE GUIDELINES

DWH. CCTA DATE MAR. 2017 SCALE N.T.S. DWG. ENTRANCE
NOTE:
1. ALL TOPSOIL, ORGANIC AND SATURATED MATERIAL SHALL BE REMOVED BELOW ENTRANCE.
2. GRANULAR MATERIAL TO BE COMPACTED TO 100% OF MATERIAL'S SPMD.
3. ENTRANCE MUST BE PAVED IN RIGHT OF WAY (R.O.W.)
4. BOULEVARD FINISH IS 200mm TOPSOIL AND 500.

TOWN OF THE BLUE MOUNTAINS

URBAN SINGLE FAMILY ENTRANCE PROFILE GUIDELINES

NOTE:
1. ALL TOPSOIL, ORGANIC AND SATURATED MATERIAL SHALL BE REMOVED BELOW ENTRANCE.
2. GRANULAR MATERIAL TO BE COMPACTED TO 100% OF MATERIAL'S SPMD.
3. ENTRANCE MUST BE PAVED IN RIGHT OF WAY (R.O.W.)
4. BOULEVARD FINISH IS 200mm TOPSOIL AND SOD.

TOWN OF THE BLUE MOUTAINS
URBAN INDUSTRIAL, COMMERCIAL, INSTITUTIONAL
ENTRANCE PROFILE GUIDELINES

DWNTATHAM DATE: MAY 2019 SCALE: N.T.S. DWG: URBAN ICI
NOTE:
1. ALL TOPSOIL, ORGANIC AND SATURATED MATERIAL SHALL BE REMOVED BELOW ENTRANCE.
2. GRANULAR MATERIAL TO BE COMPACTED TO 100% OF MATERIALS SPUD.
3. ENTRANCE MUST BE PAVED IN RIGHT OF WAY (R.O.W.)
4. BOULEVARD FINISH IS 200mm TOPSOIL AND SOD.

TOWN OF THE BLUE MOUNTAINS

URBAN CONDOMINIUM AND APARTMENTS
ENTRANCE PROFILE GUIDELINES


Boulevard with Sidewalk

Boulevard without Sidewalk
LANDSCAPING IN TOWN RIGHT-OF-WAYS

WHEREAS By-law No. 99-53, as amended, prohibits the placement, construction, installation of any objects or material in, on, under or over any highway under the jurisdiction of the Town;

AND WHEREAS By-law No. 95-29 regulates the installation of entrances, mailboxes and garbage receptacles within any highway under the jurisdiction of the Town;

AND WHEREAS Council is desirous of protecting the functionality of Town right-of-ways including roads, ditches, sidewalks, walkways, trails and boulevards, but is also desirous of permitting certain landscaping elements within Town right-of-ways;

AND WHEREAS Council is desirous of adopting a policy to provide clarity as to permissible landscaping elements within Town right-of-ways;

AND WHEREAS Council at its meeting of February 9, 2004 considered Staff Report SRB.04.03 and a draft policy related to landscaping within Town right-of-ways;

NOW THEREFORE the Council of the Town of The Blue Mountains hereby adopts the following policy with respect to permissible landscaping elements with Town right-of-ways;

PERMISSIBLE LANDSCAPING ELEMENTS WITHIN TOWN RIGHT-OF-WAYS

Herbaceous vegetation, wood chips and mulch may be placed within the following portions of the Town right-of-way without authorization of the Town:

1. From the property line to the top of the slope of a drainage ditch; and
2. From the property line to within 0.6 metres of a public sidewalks/walkways/trails, provided:
   a) the maximum excavation associated with the placement of these landscaping elements is 0.3 metres;
   b) the party responsible for the placement of the landscaping elements calls the appropriate utilities/service providers for the locating of utilities/services (including, but not limited to water, sewer, gas, hydro, cable television, telephone, etc); and
   c) the owner assumes all responsibility of any and all damage that may be incurred due to municipal and/or utility operations and/or works.

In addition to those provisions contained in By-law No. 99-53, as amended, and for greater clarity, the following shall apply to installations within Town right-of-ways:

(i) Storm sumps are not to discharge directly into Town right-of-ways.
(ii) Unless otherwise authorized by the Superintendent, Public Works, grass shall be used to line municipal ditches.
(iii) Mailboxes within the Town right-of-ways must be installed in accordance with the provisions of the permit issued for same.
(iv) Refuse receptacles having maximum dimensions of 36" H x 48" L x 36" W are permitted to be installed at or near the property line, a minimum of 1.0 metre away from driveways and adjacent property lines.
(v) Headwalls must be installed in accordance with the provisions of the permit issued for same.