



**Corporation of the Town of Latchford
Regular Meeting of Council
Town of Latchford Municipal Office – Council Chambers
Tuesday June 16th, 2026
6:00 pm**

1. Call to Order and Mayoral Comments

2. Adoption of the Agenda

2.1. Resolution No.: 26/103

Moved by:

Seconded by:

Be it resolved that the June 16th, 2026 agenda be adopted as circulated.

3. Declaration of Pecuniary Interest/Conflict of Interest

4. Adoption of the Minutes

4.1. Regular Council Meeting May 26th, 2026

Resolution No.: 26/104

Moved by:

Seconded by:

Be it resolved that the Council of the Town of Latchford hereby approve the minutes of the Regular Meeting of Council held on May 26th, 2026 as circulated and presented.

5. Delegations

Northern Hospice

6. Staff Reports

6.1. Public Works Staff Report No. PW-2026-05

Resolution No.: 26/105

Moved by:

Seconded by:

Be it resolved that Council receive Staff Report No. PW-2026-05 entitled "Public Works Update" for information purposes.

6.2. CAO/Clerk-Treasurer Staff Report No. CAO-2026-10

Resolution No.: 26/106

Moved by:

Seconded by:

Be it resolved that Council authorize staff to prepare and issue a Request for Proposals (RFP) for the development of a new Official Plan and Zoning By-law for the Town of Latchford;

And that staff report back to Council with the results of the RFP process, including recommended consultant selection and project costs.

7. Correspondence

7.1. Action Items

7.1.1. Accounts Payable & Payroll Listing for May 22nd, 2026 – June 11th, 2026

Resolution No.: 26/107

Moved by:

Seconded by:

Be it resolved that the Council for the Corporation of the Town of Latchford approve the attached accounts payable in the amount of \$75,553.53 and payroll expenses in the amount of \$18,894.08.

7.1.2. Letter of Request – Review of Zoning Interpretation Request

Resolution No.: 26/108

Moved by:

Seconded by:

Be it resolved that Council direct staff to:

Consult with the MTO regarding the suitability of a used car sales lot at 31 Main Street; Defer any zoning interpretation or approval until MTO provides written feedback; Include Highway Commercial permitted use clarification as a priority item in the upcoming Official Plan and Zoning By-law Review and Report back to Council once MTO's position is known.

7.1.3. Motion for Support – Request for Provincial Review of CVA Based Apportionment for Shared Municipal and Provincially Mandated Services

Resolution No.: 26/109

Moved by:

Seconded by:

Be it resolved that the Council of the Town of Latchford hereby support the attached resolution from the Municipality of Calvin;

And that a copy of this resolution be forwarded to the appropriate offices, Ministers and the Municipality of Calvin.

7.1.4. Motion for Support – Support for Sustainable Provincial Grant Funding for Fire Services in Ontario

Resolution No.: 26/110

Moved by:

Seconded by:

Be it resolved that the Council of the Town of Latchford hereby support the attached resolution from the Town of Plympton-Wyoming;

And that a copy of this resolution be forwarded to the appropriate offices, Ministers and the Town of Plympton-Wyoming.

7.1.5. Motion for Support – Review of OPP Municipal Police Billing Model and Police Funding Structure for Unorganized Territories.

Resolution No.: 26/111

Moved by:

Seconded by:

Be it resolved that the Council of the Town of Latchford hereby support the attached resolution from the Township of Baldwin;

And that a copy of this resolution be forwarded to the appropriate offices, Ministers and the Township of Baldwin.

8. Business Arising

9. New Business

10. By-Laws

10.1. By-Law 2026-022 2026 Tax Rates

Resolution No.: 26/112

Moved by:

Seconded by:

Be it resolved that By-law No. 2026-022, being a by-law to establish tax rates to raise the levy required for 2026 municipal and education purposes, and to provide for penalty and interest in default of payment thereof for the Town of Latchford, be read a first, second and third time and finally passed this 16th day of June, 2026.

10.2. By-Law 2026-023 2026 Tax Ratios

Resolution No.: 26/113

Moved by:

Seconded by:

Be it resolved that the By-law No. 2026-023 being a by-law to establish tax ratios for the 2026 tax year for the Town of Latchford, be read a first, second and third time and finally passed this 16th day of June 2026.

10.3. By-Law 2026-024 2026 Water and Sewer Rates

Resolution No.: 26/114

Moved by:

Seconded by:

Be it resolved that the By-law No. 2026-024 being a by-law to establish water and sewer rates for the 2026 tax year for the Town of Latchford, be read a first, second and third time and finally passed this 16th day of June 2026.

11. In-Camera

12. Adjournment

12.1. By-Law 2026-025 Confirming By-Law

Resolution No.: 26/115

Moved by:

Seconded by:

Be it resolved that the By-law No. 2026-025 being a by-law to confirm the certain proceedings of Council for the Corporation of the Town of Latchford for its Council Meeting held on June 16th, 2026 be read a first, second, third time and finally passed by the Council of the Corporation of the Town of Latchford.

12.2. Motion to Adjourn

Resolution No.: 26/116

Moved by:

Seconded by:

Be it resolved that the Council of the Town of Latchford hereby adjourns its meeting at _____ p.m. and to meet again at the Regular Meeting of Council scheduled for July 14th, 2026.



Corporation of the Town of Latchford
Regular Meeting of Council
Town of Latchford Municipal Office – Council Chambers
Tuesday May 26th, 2026
6:00 pm

Present: Mayor Gadoury-East, Councillor Newell, Olson, Cole, Church and McDonald

Regrets: Councillor Cartner

Staff: Malorie Robinsn, CAO/Clerk-Treasurer, Roger Clark, Public Works Foreman

1. Call to Order and Mayoral Comments

2. Adoption of the Agenda

2.1. Resolution No.: 26/085

Moved by: Councillor McDonald

Seconded by: Councillor Church

Be it resolved that the May 26th, 2026 agenda be adopted as circulated.

CARRIED

3. Declaration of Pecuniary Interest/Conflict of Interest

None Noted

4. Adoption of the Minutes

4.1. Regular Council Meeting April 14th, 2026 & Special Meeting of Council April 27th, 2026

Resolution No.: 26/086

Moved by: Councillor Newell

Seconded by: Councillor Church

Be it resolved that the Council of the Corporation of the Town of Latchford hereby approve the minutes of the Regular Meeting of Council held on April 14th, 2026 and Special Meeting of Council held on April 27th, 2026 as circulated and presented.

CARRIED

5. Delegations

None

6. Staff Reports

6.1. Public Works Staff Report No. PW-2026-04

Resolution No.: 26/087

Moved by: Councillor McDonald

Seconded by: Councillor Newell

Be it resolved that Council receive Staff Report No. PW-2026-04 entitled "Public Works Update – Spring Operations" for information purposes.

CARRIED

6.2. CAO/Clerk-Treasurer Staff Report No. CAO-2026-08

Resolution No.: 26/088

Moved by: Councillor Olson

Seconded by: Councillor McDonald

Be it resolved that Council receive Staff Report No. CAO-2026-05 entitled "CAO/Clerk-

Treasurer Department Update Report” for information purposes.

CARRIED

7. Correspondence

7.1. Action Items

7.1.1. Accounts Payable & Payroll Listing for April 10th 2026 – May 21st 2026

Resolution No.: 26/089

Moved by: Councillor Newell

Seconded by: Councillor Olson

Be it resolved that the Council for the Corporation of the Town of Latchford approve the attached accounts payable in the amount of \$132,230.14 and payroll expenses in the amount of \$53,444.53.

CARRIED

7.1.2. Letter of Support – City of Greater Sudbury – Special Economic Zone

Resolution No.: 26/090

Moved by: Councillor McDonald

Seconded by: Councillor Church

Be it resolved that the Council of the Town of Latchford support the attached resolution from the City of Greater Sudbury.

And further that a copy of this motion for support be sent to Premier of Ontario, Prime Minister of Canada, FONOM, AMO, MP Pauline Rochefort, MPP John Vanthof and the City of Greater Sudbury.

CARRIED

7.1.3. Motion for Support – Bill 97, Plan to Protect Ontario Act – Schedule 7

Resolution No.: 26/091

Moved by: Councillor McDonald

Seconded by: Councillor Cole

Be it resolved that the Council of the Town of Latchford hereby support the attached resolution from the Town of Bruce Mines and Township of Stone Mills; And that a copy of this resolution be forwarded to the Premier of Ontario, the Deputy Premier, the Attorney General of Ontario, MPP John Vanthof, AMO, FONOM, Information and Privacy Commissioner of Ontario, the Town of Bruce Mines and the Township of Stone Mills.

CARRIED

7.2. Information Items

Resolution No.: 26/092

Moved by: Councillor Newell

Seconded by: Councillor Olson

Be it resolved the Information Items be noted and filed.

CARRIED

7.2.1. Canada Summer Jobs Application

7.2.2. MPAC 2025 Statements

8. Business Arising

8.1. Marcotte Street Lot Update
Planning Memo Attached

8.2. Beach House RFP Results
Resolution No.: 26/093
Moved by: Councillor Newell
Seconded by: Councillor Olson

Be it resolved that Council direct staff to enter into a contract with Sherry Neill to operate the Beach House for the operating year 2026 and review an option to renew for 2027 and 2028.

And further that the rent shall be \$500 per month (Hydro and water included) and garbage collection shall be billed bi-weekly at the rate of \$2.00 per bag.

CARRIED

9. New Business

9.1. Waterfront Strategic Plan Ad Hoc Committee Resignation – C.Tresidder
Resolution No.: 26/094
Moved by: Councillor Cole
Seconded by: Councillor McDonald

Be it resolved that Council accept Mrs. Tresidder's resignation with regret.

CARRIED

10. By-Laws

10.1. By-Law 2026-017 Use of Corporate Resources Policy
Resolution No.: 26/095
Moved by: Councillor Church
Seconded by: Councillor Cole

Be it resolved that By-law No. 2026-017, being a by-law to adopt a Use of Corporate Resources Policy for the 2026 Election for the Town of Latchford, be read a first, second and third time and finally passed this 26th day of May, 2026.

CARRIED

10.2. By-Law 2026-018 Election Signs Policy
Resolution No.: 26/096
Moved by: Councillor Olson
Seconded by: Councillor McDonald

Be it resolved that the By-law No. 2026-018 being a by-law to adopt an Election Signs Policy for the 2026 Election for the Town of Latchford, be read a first, second and third time and finally passed this 26th day of May 2026.

CARRIED

10.3. By-Law 2026-019 Disposition of Land Policy
Resolution No.: 26/097

Moved by: Councillor Church

Seconded by: Councillor McDonald

Be it resolved that the By-law No. 2026-019 being a by-law to adopt a Disposition of Land Policy for the Town of Latchford, be read a first, second and third time and finally passed this 26th day of May 2026.

CARRIED

10.4. By-Law 2026-21 2026 Municipal Budget

Resolution No.: 26/098

Moved by: Councillor Newell

Seconded by: Councillor McDonald

Be it resolved that the By-law No. 2026-021 being a by-law to adopt the 2026 Municipal Operating Budget of \$2,062,465.12 and Capital Budget of \$421,119.00. for the Town of Latchford, be read a first, second and third time and finally passed this 26th day of May 2026.

CARRIED

11. In-Camera

11.1. Personal matters about an identifiable individual, including municipal or local board employees and labour relations or employee negotiations.

Resolution No.: 26/099

Moved by: Councillor McDonald

Seconded by: Councillor Church

Be it resolved that, Council move into closed session at 6:58 pm pursuant to Section 239 (2)(b) of the Municipal Act 2001 as amended to discuss personal matters about an identifiable individual, including municipal or local board employees and Section 239 (2)(d) labour relations or employee negotiations.

CARRIED

11.2. Closed Session Adjournment

Resolution No.: 26/100

Moved by: Councillor McDonald

Seconded by: Councillor Olson

Be it resolved that, Council adjourn Closed Session at 8:05 p.m. pursuant to Section 239 (2)(b) of the Municipal Act, 2001, as amended, to discuss personal matters about an identifiable individual, including municipal or local board employees and Section 239 (2)(d) labour relations or employee negotiations.

CARRIED

12. Adjournment

12.1. By-Law 2026-020 Confirming By-Law

Resolution No.: 26/101

Moved by: Councillor Newell

Seconded by: Councillor Church

Be it resolved that the By-law No. 2026-020 being a by-law to confirm the certain

proceedings of Council for the Corporation of the Town of Latchford for its Council Meeting held on May 26th, 2026 be read a first, second, third time and finally passed by the Council of the Corporation of the Town of Latchford.

CARRIED

12.2. Motion to Adjourn

Resolution No.: 26/102

Moved by: Councillor McDonald

Seconded by: Councillor Olson

Be it resolved that the Council of the Town of Latchford hereby adjourns its meeting at 8:06 p.m. and to meet again at the Regular Meeting of Council scheduled for June 16th, 2026.

CARRIED

Sharon Gadoury-East, Mayor

Malorie Robinson, Clerk



Northern Hospice Care
Soins hospices du nord

Our Vision

- A 4–5 bedroom residential hospice including accommodations for family & friends
- Respectful and dignified end-of-life care to patients from Temagami to Earlton and between Elk Lake and Temiskaming Shores
- Model of excellence for end-of-life care in Northern Ontario

How do we achieve this?

- Developing strategic partnerships with stakeholders and community members while working collaboratively with regional health services
- Seeking sustainable funding opportunities

- Maintaining high standards of efficiency, transparency and credibility

How can you help?

- Volunteer as a board member or assist with fundraising events
- Participate in our survey in person or online
- Have “the talk” with family members and healthcare professionals... make your final wishes clear.

Hospice Care Homes: Compassionate Support for Life’s Final Journey

Hospice care homes provide a serene and supportive environment for individuals facing life-limiting illnesses. These specialized facilities focus on compassionate, patient-centered care that prioritizes comfort, dignity, and quality of life.

A dedicated team of healthcare professionals — including doctors, nurses, social workers, and volunteers — works collaboratively to manage pain and symptoms, offer emotional and spiritual support, and assist with daily activities.

The goal is to ensure patients can spend their final days in peace, surrounded by loved ones, in a setting that feels like home.

Hospice homes also provide respite services for caregivers, educational opportunities for

medical students, and bereavement support for families.

By fostering a community of care and understanding, hospice care homes help individuals and families navigate the end-of-life journey with grace and compassion.

Get in touch with us

Follow us on Facebook



Complete our survey



Contact us by email:
northernhospicecare@gmail.com





Northern Hospice Care
Soins hospices du nord

Notre vision

- Un hospice résidentiel de 4 à 5 chambres incluant des installations pour la famille et les proches
- Des soins de fin de vie respectueux et empreints de dignité pour les patients de Temagami à Earlton, et entre Elk Lake et Temiskaming Shores
- Un modèle d'excellence en soins de fin de vie dans le Nord de l'Ontario

Comment y parvenons-nous?

- En développant des partenariats stratégiques avec les intervenants et les membres de la communauté, en travaillant de façon coopérative et collaborative avec les services de santé régionaux
- En recherchant des sources de financement durables

- En maintenant des normes élevées d'efficacité, de transparence et de crédibilité

Comment pouvez-vous aider?

- Faire du bénévolat en tant que membre du conseil d'administration ou lors d'activités de prélèvements de fonds
- Participer à notre sondage en personne ou en ligne
- Avoir « la discussion » avec les membres de votre famille et les professionnels de la santé... et préciser clairement vos volontés de fin de vie

Maisons de soins palliatifs : Un soutien empreint de compassion pour le dernier parcours de la vie

Les maisons de soins hospices offrent un environnement paisible et bienveillant aux personnes atteintes d'une maladie limitant l'espérance de vie. Ces établissements spécialisés mettent l'accent sur des soins compatissants et centrés sur le patient, en priorisant le confort, la dignité et la qualité de vie.

Une équipe dévouée de professionnels de la santé — incluant des médecins, des infirmières, des travailleurs sociaux et des bénévoles — travaille en collaboration afin de gérer la douleur et les symptômes, offrir un soutien émotionnel et spirituel, et aider dans les activités quotidiennes.

L'objectif est de permettre aux patients de vivre leurs derniers jours dans la paix, entourés de leurs proches, dans un environnement qui ressemble à un chez-soi.

En plus des soins aux patients, les maisons de soins hospices offrent souvent des services de répit pour les proches aidants, des occasions d'apprentissage pour les étudiants en médecine et un soutien au deuil pour les familles.

En favorisant une communauté empreinte de bienveillance et de compréhension, les maisons de soins hospices jouent un rôle essentiel en aidant les personnes et leurs familles à traverser la fin de vie avec grâce et compassion.

Communiquez avec nous

Suivez-nous sur Facebook



Remplissez notre sondage



Contactez-nous par courriel :
northernhospicecare@gmail.com



Corporation of the Town of Latchford

Staff Report to the Mayor and Members of Council

Prepared By	Roger Clark, Public Works Foreman
Approved & Submitted By	Malorie Robinson, CAO/Clerk-Treasurer
Title/Subject	Public Works Update
Date of Report	June 10 th , 2026
Date of Meeting	June 16 th , 2026
Report No.	PW-2026-05

Recommendation:

That Council receive Staff Report No. PW-2026-05 entitled "Public Works Update" for information purposes.

Overview

Spring operations have been challenging; however, overall progress has improved significantly in recent weeks. Winter cleanup is largely complete, with only a few minor tasks remaining for completion this month.

Equipment & Operational Updates

The new brushes for the large street sweeper have been installed and are performing very well. The sweeper continues to demonstrate strong value and is expected to provide many years of reliable service.

Grass maintenance demands remain high. Until staffing levels are resolved, no major new projects are planned. Focus will remain on grass cutting and addressing issues and repairs as they arise.

Infrastructure & Facility Maintenance

The generator that was purchased with the CEPG for the Town Office will be delivered shortly, with installation scheduled for late June or early July.

The hydro pole that has been leaning at the beach chip stand has been straightened. We will keep an eye on it and replace the pole if required.

There are approximately 50 damaged boards on the boardwalk have been identified and will be replaced this month.

Recreation Facilities

The swim raft and safety line have been installed for the season, the raft was moved slightly closer to shore to better accommodate younger swimmers.

The playground equipment has been inspected and is in good condition. The swing set will require a coat of paint before the 2027 season.

The bleachers are showing significant wear. A few damaged boards will be replaced in the short term.

- New 15' long, 4-tier aluminum bleachers are approximately \$5,000.

If Council wishes to explore replacement options, additional new and used units can be researched.

The infield at the ballfield will be tilled and raked shortly. Increased use of the field for cricket has been noted, and efforts will be made to support this activity.

Picnic Tables

Several picnic tables require repair or replacement.

- Cost to build new 8' tables matching the current design: approx. \$300 each.
- Cost to build 6' tables: approx. \$200 each; these would be lighter and easier to move.

Proposed approach:

- Construct 6' tables for the campground.
- Use existing materials to repair tables at the beach.

For comparison:

- 8' metal-frame table (wood top/seats): approx. \$850
- Full metal 8' table: \$1,250–\$1,600

Water Plant

We have a planned shutdown that will occur on Saturday, June 20th, to replace four gate valves and three check valves.

Residents will be notified that water service will be unavailable from 10:00 p.m. Saturday until approximately 8:00 a.m. Sunday.

Attachments:

None

Title	Name	Signature	Date
Public Works Foreman	Roger Clark		June 10 th , 2026



Corporation of the Town of Latchford

Staff Report to the Mayor and Members of Council

Prepared By	Malorie Robinson, CAO/Clerk-Treasurer
Approved & Submitted By	Malorie Robinson, CAO/Clerk-Treasurer
Title/Subject	Importance of Updating the Town's Official Plan and Zoning By-law & Request to Proceed with RFP
Date of Report	June 12 th , 2026
Date of Meeting	June 16 th , 2026
Report No.	CAO-2026-010

Recommendation:

Be it resolved that Council authorize staff to prepare and issue a Request for Proposals (RFP) for the development of a new Official Plan and Zoning By-law for the Town of Latchford;

And that staff report back to Council with the results of the RFP process, including recommended consultant selection and project costs.

Purpose:

The purpose of this report is to outline the importance of updating the Town of Latchford's Official Plan and Zoning By-law, to highlight the legislative requirements for maintaining these documents, and to request Council's authorization to issue a Request for Proposals (RFP) to obtain pricing for the preparation of updated planning documents.

Background:

The Town of Latchford's current Official Plan was adopted in 1981, making it more than four decades old. As a result, the document no longer reflects:

- Current provincial planning legislation
- Modern land-use planning principles
- Local development needs, growth patterns, or infrastructure realities
- Environmental, economic, and demographic changes

Under the Ontario Planning Act, municipalities are required to:

- Review their Official Plan every 5 years, and
- Comprehensively update it at least every 10 years

The Town of Latchford is significantly out of compliance with provincial expectations.

The Zoning By-law, which must conform to the Official Plan, has never been completed leaving the Municipality unable to enforce the Official Plan.

Importance of Updating These Documents

Legislative Compliance

An updated Official Plan is a statutory requirement. Without a current plan, the Town is exposed to:

- Planning decisions being appealed or overturned
- Difficulty defending zoning decisions at the Ontario Land Tribunal
- Increased risk of non-compliance with provincial policy statements and directives

Access to Funding

Many provincial and federal funding programs require:

- A current Official Plan
- Demonstrated alignment with provincial planning policy
- Up-to-date land-use planning frameworks

Without a modern Official Plan, the Town is ineligible or less competitive for grants related to:

- Housing
- Infrastructure
- Economic Development
- Climate Resilience and Environmental Protection

This could limit the Town's ability to secure external funding for critical projects.

Economic Development & Growth Management

An updated Official Plan supports:

- Clear development expectations
- Investor confidence
- Housing opportunities
- Infrastructure planning
- Protection of natural and cultural assets

Latchford's ability to respond to new development proposals, including rezoning requests, depends on having a current, defensible planning framework.

Administrative Efficiency

Outdated planning documents create:

- Confusion for residents and developers
- Increased staff time spent interpreting obsolete policies
- Difficulty processing planning applications
- Higher legal and consulting costs

A modern Official Plan and Zoning By-law streamline municipal operations and reduce risk.

Need for an RFP

Before the Town can proceed with updating its Official Plan and Zoning By-law, it must obtain cost estimates from qualified planning consultants. Issuing an RFP will:

- Provide competitive pricing
- Clarify project scope and timelines
- Allow Council to make an informed budget decision
- Support future funding applications

At this stage, no financial commitment is being requested, only permission to seek proposals.

Attachments:

Official Plan – 1981

Title	Name	Signature	Date
CAO/Clerk-Treasurer	Malorie Robinson		June 12 th , 2026

Disbursements Report May 22 - June 11

Vendor	Amount		Vendor	Amount
B.M.R. MFG. INC.	198.65		GRANT HOME HARDWARE	257.30
BELL MOBILITY	221.12		HYDRO ONE NETWORKS INC.	5,866.99
BENSON AUTO PARTS	36.53		JANIX CORP.	271.97
BREAULT'S DISCOUNT WAREHOUSE	87.00		M & L SUPPLY FIRE & SAFETY	15,523.38
CANADA POST CORPORATION	88.43		NORTHEASTERN PUBLIC HEALTH	1,748.31
CHESS CONTROLS	2,589.40		NORTHERNTEL L.P.	691.93
COOPERATIVE REGIONALE	566.60		OFFICE PRO (TEMISKAMING)	49.57
CRD Creighton	1,164.35		RELIABLE INDUSTRIAL SUPPLY	1,263.13
CREIGHTON ROCK DRILL LIMITED	676.37		RONA INC.	31.62
DTSSAB	12,551.00		SOCKET ELECTRIC INC.	20,018.40
EBERT WELDING LTD.	273.81		TELUS MOBILITY	75.71
GHD Digital	8,942.82		TESTMARK LABORATORIES LTD.	2,359.14
AP Subtotal	75,553.53		Payroll Subtotal	18,894.08
Total AP & Payroll				94,447.61

PROPOSAL FOR ZONING APPROVAL OR AMENDMENT

RE: 31 MAIN STREET, LATCHFORD

SUBMITTED BY: DAVE MARSHALL (property owner)

Madam Mayor and members of council,

Thank you for taking the time to consider my proposal. I apologize if this seems like I am contacting you last minute and trying to push my zoning query through without the proper preparation. I did talk to the previous town clerk (Jaime Allen) on a few occasions starting in 2023, and when I inquired about the zoning for my property, the response each time was that Latchford did not really have a zoning bylaw. He stated that the town would be OK with whatever business was conducted at my property, as long as it was a legitimate business. My intended use (car sales lot) was discussed, and he thought it would be an acceptable use.

BACKGROUND

On March 12th, I wrote an email addressed to Jaime Allen regarding the usage of my property. In the past he and I had discussed that I intended to operate a used car sales lot from the property. Since Latchford does not issue business licenses, the governing body for auto sales (OMVIC) will accept a letter from the municipality stating that the town approves of the use of the property as a car sales lot. Mr. Allen had said that when I was ready, I could contact him and he would provide such a letter.

I received an email back stating that Jaime Allen was no longer with the town, and to direct any inquiries to Malorie Robinson. I forwarded a brief email to Ms. Robinson with a quick summary of what I had discussed with Mr. Allen and asked who I could speak to regarding getting an approval letter from the town. She stated that she had to check on the allowed land use and get back to me. On May 27, she responded that the official plan does not allow for a used car lot on highway commercial properties.

I assume from this that my property is zoned Highway Commercial. I asked for a copy of the bylaw and inquired about what would be the process to request a zoning review or variance. She forwarded the official plan to me and stated that there will not be any changes to zoning on any properties until the plan has been reviewed and updated "in the coming year" (which I assume to mean 2027). I forwarded a request to The Honorable Mayor and requested the opportunity to make this proposal.

HIGHWAY COMMERCIAL ZONING

In the official plan forwarded to me, the permitted uses include examples such as service stations, garages, motels and drive-in restaurants. I do not believe this is an exhaustive list of all possible permitted uses, but rather a basic guideline. There are specific mentions of uses they will not permit, which include dine in restaurants, retail establishments and entertainment facilities. The plan implies that the spirit of this zone classification is to not have a business that will bring high traffic (persons and vehicles) into the neighborhood. (partial excerpt below)

4. Highway Commercial District

a) Definition

The Highway Commercial classification of land shall mean that the predominant use of land in the districts so designated shall be for those commercial uses which rely heavily on passing automobile traffic for their economic existence.

b) Permitted Uses

Uses permitted in a Highway Commercial District may include service stations, garages, motels or drive-in restaurants. This classification shall exclude retail shopping and commercial entertainment facilities which attract large numbers of persons and vehicles.

I feel that a car sales lot is in line with the goals of the Highway Commercial zoning. It is a low traffic business that is automotive related. In doing some research, many municipalities that give a more detailed list of what they consider acceptable land uses in this zone do have automotive sales on that list. Some of these jurisdictions include:

COBALT
PORT COLBORNE
GUELPH / ERAMOSA
BRAMPTON
TAY
OXFORD COUNTY
CORNWALL

Excerpts from the appropriate zoning bylaws are attached. Links are shown below the pictures.

The official plan for Latchford as written does not offer an exhaustive list of all uses and all excluded uses. I believe that the town council has jurisdiction to interpret the plan in different ways, if it is not detrimental to the town.

REGARDING PREVIOUS USAGE

It is my understanding that this property was used long term as a food stand (fries, ice cream etc). I believe it has not been in operation since 2018. I contend that this service is adequately provided to the town by other businesses, such as the poutine truck across the street, the stand at the boat launch area, and a food truck just north of the town further up highway 11. Were someone to operate another food service outlet on this property, it would possibly take away from the businesses already operating.

MY PROPOSAL

As stated, my intended usage for the property is to operate a small used car lot. My intention is to maintain an inventory of less than five vehicles. Any more than that is too much money tied up in inventory at one time. Being a small lot with little (or sometimes no) inventory, the traffic to and from the lot should not have a great impact on the neighborhood. If I were to estimate a number, I would say less than 5 vehicles an hour would feel the need to stop and bring traffic to the neighborhood. We would strive to keep any vehicles on display visually appealing and clean. As a very small business, I do not intend to host any large promotions that would cause neighborhood congestion.

I do intend to have a family member living nearby (in Cobalt) to watch and maintain the lot. I do not intend to have the lot occupied full time throughout the day. The business model is to meet with customers by appointment only. There will be a phone number and an email address displayed on the business and on the vehicles that customers can contact and arrange meetings to demonstrate the vehicles and conduct transactions.

I do not plan to make any site alterations other than possibly signage. The existing building is sufficient to conduct the transactions that need to happen. The property has sufficient space in front and to the side of the building to display five vehicles and allow customer parking without interfering with traffic

My request from the town is to deem this an acceptable usage permitted within the existing Highway Commercial zoning. Alternatively, I would request that if a variance were required that council consider my contention that this venture will not negatively impact the neighborhood.

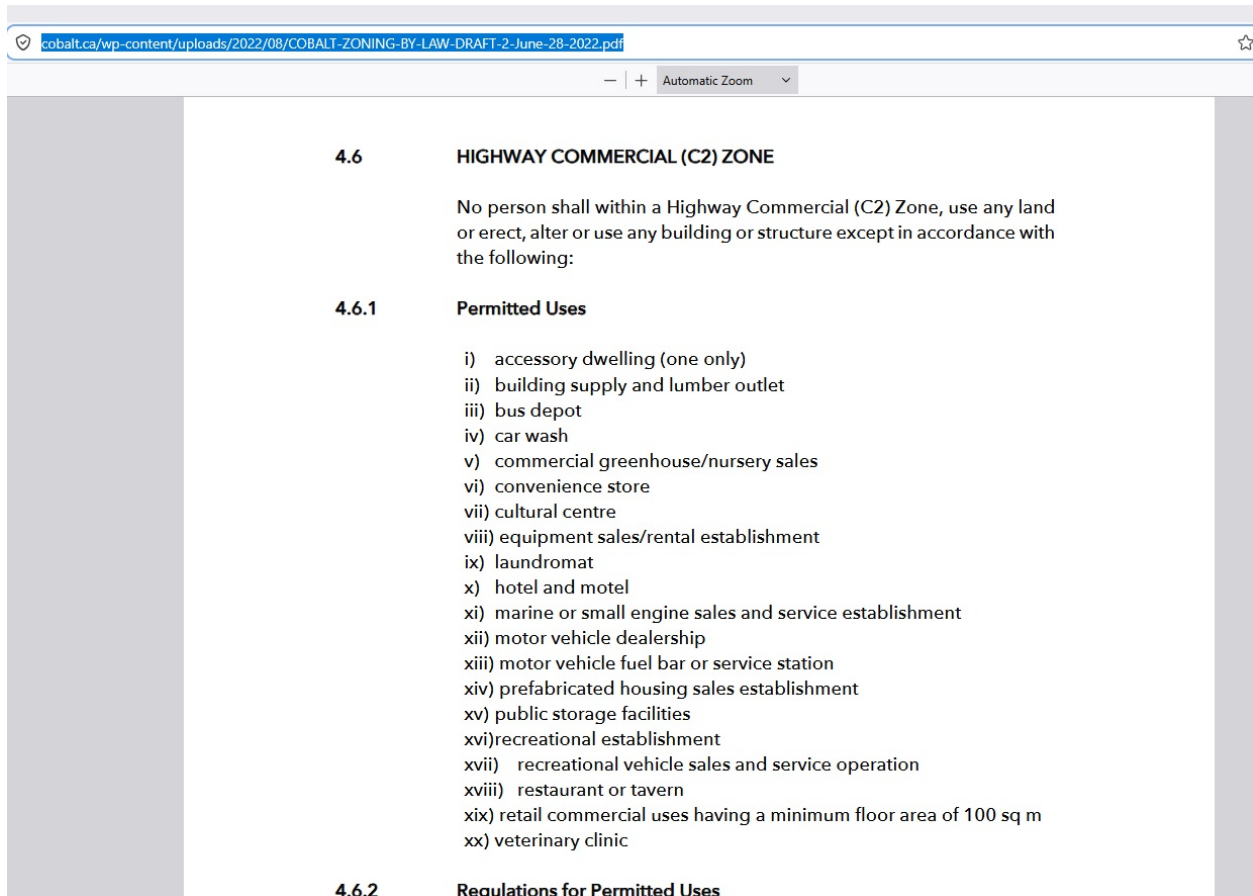
Thank you for your time.

Dave Marshall

APPENDIX

The following images are captures from various town zoning bylaws. The links they were obtained from are below the images.

COBALT



<https://cobalt.ca/wp-content/uploads/2022/08/COBALT-ZONING-BY-LAW-DRAFT-2-June-28-2022.pdf>

PORT COLBORNE

www.portcolborne.ca/en/business-and-development/resources/Documents/Zoning/HC.pdf

Automatic Zoom

Section 24: Highway Commercial Zone (HC)

24.1 General

- a) No person shall use any lot or erect, alter or use any building or structure in any Highway Commercial (HC) Zone except in accordance with the applicable provisions of Sections 2, 3 and 24.
- b) In addition to Section 24.1 (a), any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3.

24.2 Permitted Uses

- a) Animal Care Establishment;
- b) Brew Pub;
- c) Car Wash;
- d) Convenience Store;
- e) Day Care;
- f) Drive-Thru Facility;
- g) Dwelling, Accessory
- h) Food Vehicle;
- i) Hotel;
- j) Motor Vehicle Repair Garage;
- k) Motor Vehicle Sales/Rental Service Centre;
- l) Motor Vehicle Gas Station;
- m) Office;
- n) Personal Service Business;
- o) Place of Assembly/Banquet Hall;

<https://www.portcolborne.ca/en/business-and-development/resources/Documents/Zoning/HC.pdf>

SECTION 17– HIGHWAY COMMERCIAL (C4) ZONE

17.1 PERMITTED USES

Within any Highway Commercial (C4) Zone, no person shall use any lot or erect, alter or use any building or structure for any purpose except one or more of the following uses:

- Agricultural service establishment
- Antique shop
- An accessory use in accordance with Section 5.2 of this By-law
- Auction house
- Automobile sales establishment
- Automobile service station
- Assembly hall
- Bank or financial institution
- Beer, wine or liquor store
- Boutique, craft or speciality shop
- Brewing on premises establishment
- Business or professional office
- Commercial greenhouse
- Commercial school
- Contractor or tradesman establishment
- Convenience store
- Day nursery or day care centre
- Dry cleaning and laundering establishment
- Dwelling unit above or attached to each permitted use
- Farm implement outlet
- Farm produce sales outlet
- Funeral home
- Furniture and appliance establishment
- Garden centre
- Gas bar

BRAMPTON

www.brampton.ca/EN/Business/planning-development/zoning/COB Zoning/TYPE/Section24.1_HC1.pdf

Automatic Zoom



Brampton

(204-2010)(253-2021)
SECTION 24.1 HIGHWAY COMMERCIAL ONE – HC1

The lands zoned HC1 on Schedule A to this by-law:

24.1.1 shall only be used for the following purposes:

(a) Commercial	
	(1) a hotel or motel
	(2) a motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, and a motor vehicle or boat parts and accessories sales establishment
	(3) only in conjunction with a motor vehicle sales, rental, leasing or service establishment, a motor vehicle body shop
	(4) a parking lot
	(5) a dining room restaurant, a convenience restaurant, a take-out restaurant
	(6) a tavern
	(7) a taxi or bus station
	(8) banquet facilities
	(9) a community club
	(10) a tool and equipment rental establishment
	(11) an animal hospital
	(12) uses permitted by a HC2 Zone
(b) Other	
	(1) Supportive Housing Residence Type 2

https://www.brampton.ca/EN/Business/planning-development/zoning/COB%20Zoning/TYPE/Section24.1_HC1.pdf

www.tay.ca/media/3x1j5uyq/22-zbl-section-19.pdf

Automatic Zoom

General Zoning By-law No. 2000-57 Township of Tay

SECTION 19 - HIGHWAY/SERVICE COMMERCIAL “C4” ZONE

19.1 GENERAL PROHIBITION

Within a Highway/Service Commercial “C4” Zone no person shall use any land, erect, alter, enlarge, use or maintain any building or structure for any use other than as permitted in subsection 2 of this Section and also in accordance with the regulations contained or referred to in subsections 3 and 4 of this Section.

19.2 USES PERMITTED

- Automobile sales or rental establishment
- Automobile service station
- Commercial garage
- Construction or building supply yard
- Convenience store
- Craft, gift, or antique shop
- Custom workshop
- Dwelling unit, Accessory, except where in a commercial garage or motor vehicle station
- Farm implement or heavy equipment sales outlet
- Garden Centre
- Hotel
- Laundromat
- Marine Sales and Service Establishment
- Motel
- Nursery
- Personal service shop
- Place of entertainment
- Restaurant

OXFORD COUNTY

www.oxfordcounty.ca/media/kjlp1/b-s17_hc.pdf

— + Automatic Zoom

SECTION 17.0 HIGHWAY COMMERCIAL ZONE (HC) Page 17-1

17.1 **USES PERMITTED**

No person shall within any HC Zone use any lot or *erect, alter* or use any *building or structure* for any purpose except one or more of the HC uses presented in Table 17.1:

• an auction establishment;
• an <i>automobile service station</i> ;
• a <i>dwelling unit</i> in a non-residential <i>building</i> if <i>accessory</i> to a permitted <i>use</i> on the lot;
• an <i>eating establishment</i> ;
• a <i>farm implement dealership</i> ;
• a farm produce retail outlet;
• a <i>home occupation</i> , in accordance with Section 5.14;
• a <i>hotel</i> ;
• a laundromat;
• a <i>motel</i> ;
• a motor vehicle washing establishment;
• a motor vehicle sales establishment;
• a <i>nursery</i> ;
• a <i>parking lot</i> ;
• a <i>public garage</i> ;
• a public use, in accordance with the provisions of Section 5.21;
• a <i>retail store</i> ;
• a <i>service shop</i> ;

https://www.oxfordcounty.ca/media/kjlp1/b-s17_hc.pdf

www.cornwall.ca/en/do-business/resources/Planning/16---Highway-Commercial.pdf

Automatic Zoom



Section 15

Highway Commercial (HC) Zone

15 Highway Commercial (HC) Zone

The Highway Commercial (HC) Zone is intended to implement the General Commercial policies of the Official Plan. The HC Zone generally permits a range of automotive-oriented commercial uses and general commercial uses including automobile sales establishments, automobile services stations, and home improvement centres.

All structures and buildings erected, altered or used in a HC Zone shall comply with the regulations of this Section, as well as any other applicable provisions in this By-law.

15.1 Permitted Uses

1. No building or part thereof and no land shall be used, caused to be used, or be permitted to be used for purposes other than:
 - Agricultural feed store
 - Animal hospital
 - Arcade
 - Automobile sales establishment
 - Automobile service station
 - Automotive supply store
 - Bakery
 - Brewpub
 - Catering establishment
 - Convenience store
 - Drive-in theatre
 - Gas station
 - Home improvement centre
 - Hotel
 - Medical facility
 - Motel
 - Office
 - Parking lot
 - Pharmacy
 - Place of assembly or recreation
 - Place of worship
 - Restaurant



Corporation of the Town of Latchford

Staff Report to the Mayor and Members of Council

Prepared By	Malorie Robinson, CAO/Clerk-Treasurer
Approved & Submitted By	Malorie Robinson, CAO/Clerk-Treasurer
Title/Subject	Review of Zoning Interpretation Request
Date of Report	June 9 th , 2026
Date of Meeting	June 16 th , 2026
Report No.	CAO-2026-08

Recommendation:

Be it resolved that Council direct staff to:

1. Consult with the Ministry of Transportation (MTO) regarding the suitability of a used car sales lot at 31 Main Street;
2. Defer any zoning interpretation or approval until MTO provides written feedback;
3. Include Highway Commercial permitted-use clarification as a priority item in the upcoming Official Plan and Zoning By-law Review;
4. Report back to Council once MTO's position is known.

Purpose:

To provide Council with:

- A review of the zoning interpretation request submitted by Dave Marshall regarding the use of 31 Main Street as a used car sales lot;
- An analysis of the applicable policies in the 1981 Latchford Official Plan;
- Considerations for the upcoming Official Plan and Zoning By-law Review;
- Required consultation with the Ministry of Transportation of Ontario (MTO);
- Options for Council direction.

Background:

Mr. Marshall has requested that the Town confirm whether a used car sales lot is a permitted use on his property at 31 Main Street, which he believes to be designated Highway Commercial.

The 1981 Official Plan defines the Highway Commercial District as uses that "rely heavily on passing automobile traffic for their economic existence" and lists examples such as service stations, garages, motels, and drive-in restaurants. It also states that the classification excludes retail shopping and commercial entertainment facilities which attract large numbers of persons and vehicles.

Mr. Marshall argues that a used car lot:

- Is automotive-related;
- Generates low traffic;
- Is consistent with how other municipalities interpret Highway Commercial zoning;
- Would not negatively impact the neighbourhood.

He has requested either:

1. Confirmation that the use is permitted under the existing Highway Commercial designation; or
2. Consideration of a variance or zoning amendment.

Policy Review

1981 Official Plan

The Official Plan states:

“Uses permitted in a Highway Commercial District may include service stations, garages, motels or drive-in restaurants. This classification shall exclude retail shopping and commercial entertainment facilities which attract large numbers of persons and vehicles.”

The list is illustrative, not exhaustive, but the Plan is clear that:

- Highway Commercial uses must be automobile-oriented, and
- They must not generate high traffic volumes.

A used car lot is not explicitly listed, but it is automotive-oriented and potentially low-traffic, which places it somewhere between the examples provided.

Requirement for Zoning By-law Amendments

The Plan states that any new commercial development not clearly permitted requires a zoning by-law amendment.

Given the age of the Plan (1981) and the absence of a modern zoning by-law, staff cannot rely on implied permissions.

Upcoming Official Plan & Zoning By-law Review

The Town is scheduled to begin a full Official Plan and Zoning By-law update this year. This process will:

- Modernize land-use categories;
- Clarify permitted uses;
- Align with provincial policy;
- Address Highway 11 corridor development;
- Provide a clear list of permitted uses for Highway Commercial zones.

A request such as Mr. Marshall's would normally be considered within the context of the new planning documents, not the 1981 Plan.

MTO Involvement

Because 31 Main Street fronts Highway 11, the Ministry of Transportation (MTO) must be consulted for any use involving:

- Vehicle display;
- New entrances or modifications to entrances;
- Traffic generation;
- Signage.

MTO approval is required before the Town can approve any zoning interpretation or amendment.

This consultation is mandatory and should occur early in the process.

Options for Council

Option 1 – Maintain Current Interpretation (Not Permitted at This Time)

Council may confirm that the 1981 Official Plan does not clearly permit used car sales and therefore the Town cannot issue a letter of approval.

- This is the most conservative and legally defensible approach.
- Mr. Marshall could reapply during the new Official Plan/Zoning By-law process.

Option 2 – Allow the Use as Consistent with Highway Commercial (Conditional on MTO Approval)

Council may determine that a used car lot is **consistent with the intent** of Highway Commercial uses.

- This would allow staff to issue a conditional approval letter only if MTO confirms the use is acceptable.
- This approach relies on Council's interpretation of the 1981 Plan.

Option 3 – Require a Zoning Amendment (Not Recommended Until New OP/ZBL Are Complete)

Council may require a formal zoning amendment.

- However, the Town currently lacks a modern zoning by-law, making this process difficult.
- Staff recommend deferring amendments until the new planning documents are in place.

Attachments:

Official Plan – 1981

Title	Name	Signature	Date
CAO/Clerk-Treasurer	Malorie Robinson	<i>M Robinson</i>	June 9 th , 2026

54-0P-0066

OFFICIAL PLAN FOR THE
LATCHFORD PLANNING AREA



- 3

DUPLICATE ORIGINAL

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OFFICIAL PLAN CERTIFICATE PAGE

OFFICIAL PLAN

FOR THE

LATCHFORD PLANNING AREA

The attached map (Schedule 'A') and explanatory text, constituting the Official Plan for the Latchford Planning Area, was prepared by the Latchford Planning Board and was recommended to the Council of the Town of Latchford under the provisions of Section 12 of The Planning Act, on the 3rd day of December 1981.

George H. Refshve
.....
Chairman

John M. DeWitt
.....
Secretary

CORPORATE

SEAL OF

PLANNING

BOARD

This Official Plan was adopted by the Corporation of the Town of Latchford by By-law No. 444 in accordance with the provisions of Section 13 of The Planning Act, on the 3rd day of December 1981.

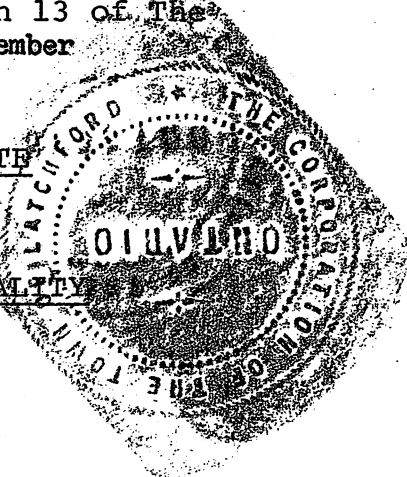
George H. Refshve
.....
Mayor

John M. DeWitt
.....
Clerk

CORPORATE

SEAL OF

MUNICIPALITY



ADOPTION PAGE

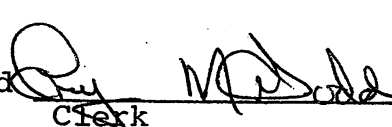
BY-LAW NO. 444.

The Council of the Corporation of the Town of Latchford, in accordance with the provisions of Section 13 of The Planning Act, hereby enacts as follows:

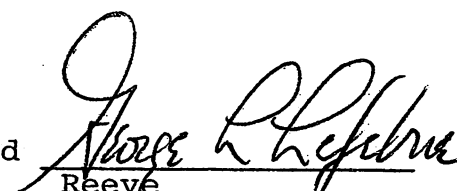
1. The Official Plan for the Latchford Planning Area, consisting of the attached maps and explanatory text, is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the Official Plan for the Latchford Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

Enacted and passed this 3rd day of
December 19 81.

Signed


Clerk

Signed


Reeve

CORPORATE
SEAL OF
MUNICIPALITY

Certified that the above is a true copy of By-law No. 444 as enacted and passed by the Council of the Corporation of the Town of Latchford on December 3rd 1981.

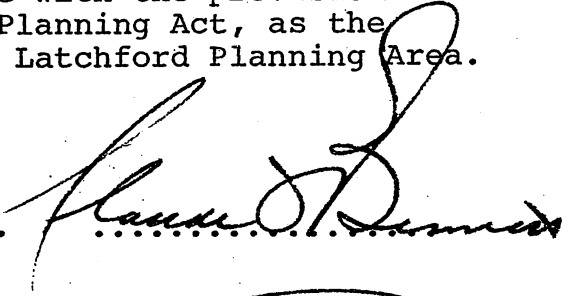
Signed


Clerk of the Municipality.

APPROVAL PAGE

The Official Plan for the Latchford Planning Area, which has been recommended by the Latchford Planning Board and adopted by the Council of the Town of Latchford is hereby approved in accordance with the provisions of Section 14 of The Planning Act, as the Official Plan for the Latchford Planning Area.

Date .Oct..14/82.....


Minister of Municipal Affairs and Housing

PART I

PURPOSE OF THE PLAN

PURPOSE OF THE PLAN

On December 19, 1979 the Tri-Town Planning Area was re-defined by excluding the Town of Latchford from it.

The Council of the town of Latchford decided to adopt the policies of that part of the Tri-Town Official Plan which is applicable to the newly defined Planning Area. This Official Plan contains the applicable policies to the Tri-Town Official Plan as provided for in the Minister of Housing's letter to the municipality dated April 24, 1979.

The Official Plan is a legal document, and it is implemented at the municipal level, by zoning by-laws, by application of Building Codes and by public works programs.

This Plan will serve as a development guide for the Latchford Planning Area for the period to 1987. It is expected that the Plan will be reviewed in all its aspects every five years and, if necessary, more often when the need arises.

Part IV, V, VI, and Schedule A - Future Land Use, Town of Latchford constitute and shall be known as the Official Plan of the Latchford Planning Area. Parts I and II are included as supporting data but do not form part of the Official Plan and are therefore, not subject to the procedures for amendment of the Official Plan.

PART II

THE BASIS OF THE PLAN

THE BASIS OF THE PLAN

A. INTRODUCTION

The Latchford Planning Area, although defined as an independent planning area, is in many ways inter-related with the neighbouring municipalities of Cobalt, Haileybury, New Liskeard, Coleman and Dymond. While the towns and townships are politically separate entities, these municipalities are economically and socially inter-related and together form one functional area. In this Plan, therefore, the Town of Latchford is considered not only as an individual entity, but also as an integral element that forms part of the whole area.

The Latchford Planning Board when considering amendments or revisions to the plan will continue to consult with the Tri-Town Planning Board as to the effects which such changes may have on the respective Planning Areas.

In this section, assumptions based on the material in Volume I are made concerning the development of the area. These assumptions apply equally to the entire area and are supplemented by specific assumptions for the Town of Latchford as to the role it will play in the overall development and as to the specific development potential in the Town.

These assumptions will be the basis for development policies and objectives, both specific and general, that will govern the future development in the Latchford Planning Area. The development policies will be followed by a summary of requirements and a schedule of future land use.

B. THE LATCHFORD PLANNING AREA

Assumptions - General

1. The population of the area will increase at a steady rate of 1.5% per year over the planning period from the 1967 population of 14,054 to a 1987 population of 19,000. This assumption is based on past population trends and expected development up to 1987.
2. The economic roles of the municipalities in the area will remain relatively unchanged during the planning period. If any major event which affects development occurs during the planning period, the Official Plan shall be amended to take these changes into account.
3. The population growth and economic development expected to occur in the area will affect the type and quantity of land uses required to accommodate this growth and development by 1987.
4. Notwithstanding the distribution of future land uses which is based on past and present trends in population growth and economic development, provision should be made for any additional growth and development that may occur in the municipality during the planning period.
5. Future residential development will be predominantly in single family units.
6. The percentage of the total population engaged in the labour force will remain constant during the planning period giving 5,890 persons in the area labour force in 1987.
7. The percentage of the area labour force employed in industry will remain constant giving 2,060 persons employed in industry in 1987.
8. There will be 1,720 persons employed in area manufacturing and construction industries by 1987, assuming that the employment in mining remains fairly static.
9. Industrial development in the area will take place at lower densities than in the past and will approach 10 workers per acre.
10. Separate neighbourhood and community level park facilities will be provided for the urban area.
11. Regional level parks will be located in the rural areas and will serve the whole area.

C. LATCHFORD PLANNING AREA

Assumptions - Specific

1. The Town of Latchford will continue to function as a residential community serving as a dormitory for workers employed in the mining and lumbering industries south of Latchford, outside the Planning Area. The tourist industry will be an increasing source of employment.
2. The Town's population is expected to reach a level of 800 by 1987.
3. In the light of past and present trends in population growth and economic development, no major changes are anticipated in land use acreages in Latchford during the planning period.
4. Some increase in commercial activity is anticipated when an increase in population and summer cottage development occurs. Highway commercial uses will benefit from increased tourist and other traffic, on Highway 11.
5. Summer cottage development in the Municipality and adjacent areas will continue and will become an increasingly important factor in the economy of Latchford.

PART III

GENERAL DEVELOPMENT POLICIES

AND OBJECTIVES

GENERAL DEVELOPMENT POLICIES AND OBJECTIVES

The following general development policies and objectives shall apply to the Latchford Planning Area.

1. GENERAL DEVELOPMENT

Introduction

The Planning Area shall be considered to be divided into urban, future urban and rural areas. The urban areas shall include the Town of Latchford.

Development in Urban Areas

In the urban areas, existing and proposed development shall be provided as soon as possible with full urban services, including piped water, sanitary and storm sewerage, street maintenance, schools and recreational facilities. The extent of urban development within the urban areas shall be set, in general, by the practical and economic range of piped water, sanitary and storm sewerage that can be made available within the urban areas.

Development in Future Urban Areas

In future urban areas, existing and proposed development shall be provided with partial urban services, including road maintenance, schools and recreational facilities. Piped water or piped water and sanitary sewerage services may also be provided in the future urban areas. The extent of development within the future urban areas shall be restricted to existing registered plans of subdivision; any new development proposed outside an existing registered plan of subdivision shall be by registered plan of subdivision and shall require an amendment to the zoning by-law implementing this Plan. Water supply and sanitary sewage disposal facilities in any new development in a future urban area shall require the approval of the Ministry of the Environment and/or the Timiskaming Health Unit.

Development in Rural Areas

In the rural areas, future development shall be restricted to uses that are essentially rural in nature; these uses include agriculture, forestry, extractive industries, including mining and open space and recreational uses. Notwithstanding the above, provision may be made in the rural areas for existing and proposed non-farm residential (country residential only) commercial (neighbourhood commercial only), industrial (rural industrial only) and summer cottage uses. These industrial and summer cottage uses shall be located in certain designated districts and shall comply with the policies set out in this Part and with the permitted uses and standards set out in Part IV, B, Sections 6, 7, 8 and 9.

Objectives

It shall be an objective of the Planning Board and Council to encourage the rational, economic and orderly location of all future land uses in the Planning Area.

2. RESIDENTIAL DEVELOPMENT

Residential Development, Where Permitted

In general, residential development, that is, non-farm residential development, shall be restricted to Urban and Future Urban Residential Districts. Only country residential development as defined in Part IV, B, Section 8, shall be permitted in rural areas; this development shall comply with the policies set out in this part.

Non-Residential Development in Residential Areas

Non-residential development shall be permitted in residential areas, that is, in Urban and Future Urban Residential Districts, only under the following conditions and subject to the policies contained in Section IV.B.1 (b) and Section IV.B.2 (b):

- suitable provision shall be made for access and off-street parking with minimum interference to pedestrian and vehicular movement;
- where non-residential uses abut residences, protection to the latter shall be given in the form of landscaped buffer strips, properly maintained or visually satisfactory fences or other barriers;
- existing non-residential uses shall be encouraged to bring their properties up to the standard(s) required for new uses; and,
- in the case of a commercial use, this shall be a neighbourhood use, such as a corner-store, intended to serve the immediate residential neighbourhood population by providing day-by-day retail goods or services.

Extent of Residential Development

The extent of residential development in the Urban Residential Districts shall be set, in general, by the practical and economic range of piped water, sanitary and storm sewerage that can be made within the District. The extent of residential development in the Future Urban Residential Districts shall be restricted to existing registered plans of subdivision; and new residential development proposed outside an existing registered plan of subdivision shall be by registered plan of subdivision and shall require an amendment to the zoning by-law implementing this Plan.

New Residential Development

All applications for new development by plan of subdivision involving the construction of water supply and waste disposal facilities shall be accompanied by the following data:

- i. Cross-section profiles at sufficient intervals to indicate:

Significant changes in land elevations, bedrock formation, highwater table, high and low water levels of shorelines where applicable.

- ii. The type, extent and depth of soil cover shall be described.
- iii. Sufficient percolation tests shall be carried out to be representative of all lots.
- iv. Existing sand beaches shall be indicated.
- v. The location of proposed water supply and waste disposal shall be indicated.
- vi. The above information should be verified by a qualified soils analyst.

Objectives

The following objectives shall apply to residential land use in the municipality:

- i. To provide a choice of accommodation and location fitting the housing needs of the population of the Municipality.
- ii. To discourage piece-meal subdivision and to encourage the infilling of existing residential areas.
- iii. To avoid possible conflicts between residential uses and other uses such as industrial and commercial uses, through the careful location of future residential development and through the removal, wherever possible, of incompatible uses from residential areas through the enforcement of zoning by-laws, and
- iv. To improve the quality of the existing housing stock, utilizing such measures as minimum maintenance and occupancy by-laws, improved municipal services and, in the serviced areas, urban renewal programs.

3. COMMERCIAL DEVELOPMENT

Commercial Development, Where Permitted

In general, future commercial development in the Area shall be restricted to the Commercial Districts and the Highway Commercial Districts. Certain commercial uses may also be permitted in the Urban and Future Residential Districts, in the Rural Districts and in the Summer Cottage and Recreational Districts, provided that these uses comply with the policies outlined in this Part and with the uses and standards outlined in Part IV, B, Sections 1, 2, 8 and 9.

Commercial Districts

In the future, major retail, service and office uses shall be encouraged to locate in the Commercial District. In the Commercial District retail and personal service uses shall be grouped in a central core with a convenient pedestrian circulation system. Trades, services for motor vehicles, commercial recreation establishments, special services, institutional, governmental and all those uses catering to the vehicular shopper shall locate on the periphery of the central core pedestrian area.

It shall be the policy of the Planning Board and Council to encourage by all possible means the visual improvement of the Commercial District and the addition of facilities which will make this District more attractive and convenient. This encouragement may take a number of forms, including:

- the co-ordination by businessmen's associations, of signs, fascias, lighting, landscaping and general maintenance;
- the acquisition and generous landscaping of convenient parking areas by public and/or private action;
- the cooperation by the municipality in the visual improvement of the Commercial District by the co-ordination of traffic signs and signals, and other municipal works including lighting fittings and other street furniture;
- the use of small spaces for such amenities as benches and plantings; and
- the provision of space and facilities for loading and deliveries and servicing of businesses.

Highway Commercial Districts

Provision may also be made for highway commercial uses which are those commercial uses, such as service stations, drive-in restaurants and motels, which rely heavily on passing automobile traffic for their economic existence. These uses will be permitted in the Highway Commercial Districts, serving the motoring public.

Commercial Development in Residential Districts

Commercial uses shall be permitted in Urban and Future Urban Residential Districts provided that these commercial uses are neighbourhood commercial uses, such as a corner-store, intended to serve the immediate residential neighbourhood population with day to day retail goods or services. These uses shall be allowed only after an amendment to the Zoning By-law. The rezoning shall indicate that the commercial use will not be detrimental to surrounding residential properties.

Commercial Development in Rural and Summer Cottage Districts

Commercial uses shall be permitted in Rural Districts provided that these commercial uses are uses which primarily serve the Rural District. Commercial uses shall be permitted in Summer Cottage Districts, provided that these are commercial recreational uses or commercial uses primarily serving the summer cottage development. These uses shall be allowed only after an amendment to the Zoning By-law. The rezoning shall indicate that the commercial use will not be detrimental to surrounding rural or summer cottage properties.

Commercial Shopping Centre Development

A proposal to develop a regional shopping centre on a specific site shall require:

- i. a regional market analysis
- ii. a review of the market analysis by Planning Board, which shall ensure that the market analysis covers such factors as the need for a shopping centre, the type, size and number of stores to be established, the suitability of its location, and the effect on existing commercial areas.

New Commercial Development

Any new commercial development proposed in the Planning Area shall require an amendment to the zoning by-law implementing this Plan. However, where there is an application for new commercial development within a designated commercial area this may be permitted on an infilling basis without the need for an amendment to the zoning by-law. In considering an application for an amendment to the zoning by-law to permit commercial development, Council and Planning Board shall require that the proposed commercial use is:

- in the case of a highway commercial use, well located to serve the travelling public without being a hazard or an impediment to traffic;
- in the case of a neighbourhood commercial use, centrally located to serve only the immediate residential neighbourhood population;

- well located in relation to other commercial uses, bearing in mind that the grouping of commercial uses is generally beneficial to the customer and traffic;
- the proposed siting, landscaping, construction, etc. will be an asset to the area;
- sufficient protection is offered to surrounding uses in the form of landscaped buffer strips or other barriers; and,
- new vehicular entrances to commercial uses and parking areas will be properly curbed and spaced so that traffic will not be impeded and will be surfaced to prevent dust and to present a satisfactory appearance.

Objectives

The following objectives shall apply to all commercial land uses in the municipality:

- i. to discourage scattered and strip commercial development by restricting future commercial uses to the designated commercial districts; and,
- ii. to encourage the removal, wherever possible, of existing incompatible commercial uses from non-commercial districts through the enforcement of zoning by-laws.

4. INDUSTRIAL DEVELOPMENT

Industrial Development

In general, future industrial development in the Area shall be restricted to the designated Urban and Rural Industrial Districts, on sites that are well-drained, level, close to major transportation facilities, and, in the Urban Industrial Districts, where satisfactory water and sewerage are or can be made available subject to the approval of the Ministry of the Environment.

The Municipality also has the power under Section 354(123) of The Municipal Act to regulate pits and quarries and the power to control the location of pits and quarries under Section 35(1)(6) of The Planning Act.

Any new industrial development proposed for the Planning Area shall require an amendment to the zoning by-law implementing this Plan.

New Industrial Development

In considering an application for an amendment to the zoning by-law implementing this Plan to permit industrial development, Council and Planning Board shall consider the following:

- the adequacy in volume and pressure of the municipal or private water supply to satisfy the immediate and future needs of the proposed development;
- the adequacy of the municipal or private sanitary sewage disposal system to cater to the immediate and future needs of the proposed development for both industrial and domestic wastes;
- the adequacy of the storm water disposal system for the proposed development;
- the adequacy of the road system to provide access to the proposed development without detriment to the existing or proposed land uses in the Planning Area; and,
- the probable effect, if any, of the proposed development on the surrounding land uses.

Objectives

The following objectives shall apply to industrial land uses in all Municipalities:

- i) to prohibit the location of any industrial in an area which would result in undue interference with other existing or potential and desirable land uses by reason of air or water pollution;

- ii) in the case of new industries likely to emit offensive odours or large volumes of smoke, to encourage their location downwind from residential areas;
- iii) to encourage existing industries in predominately non-industrial areas to relocate in areas more suitable for their operations through the enforcement of the zoning by-law implementing this Plan;
- iv) to screen storage areas and to reduce the level of smoke, noise, or odours of existing industries threatening residential areas through the enforcement of the zoning by-law implementing this Plan; and,
- v) to gradually eliminate residential uses now existing in industrial areas through the enforcement of the zoning by-law implementing this Plan.

4.1 Pits and Quarries

Present pits and quarries will be controlled by the provisions of The Municipal Act; but future pits and quarries shall require an amendment to the zoning by-law, subject to the following policies:

4.1.a Pit and Quarry District

The pit and quarry classification of land shall mean that the use of land in the areas so designated shall be for those uses related to the extraction and necessary on-site processing of raw materials from the earth and would include quarrying and sand or gravel pit operations and storage areas.

The general principles to be considered in the development of the Pit and Quarry Districts are as follows:

Development Policies

- i) A pit and quarry operation will be allowed only in non-urban areas.
- ii) In order to ensure that large parts of the planning area are not turned into unsightly and potentially dangerous wasteland, only those areas presently under excavation in this District will be designated as a Pit and Quarry District and zoned for this purpose in the implementing Restricted Area By-law. The establishment of any new pit or quarry operations or major expansions of existing pits shall require an amendment to the implementing Restricted Area By-law.
- iii) Applications for an amendment to the Restricted Area By-law will be given consideration provided that evidence can be produced which would indicate that the proposed operation will not be detrimental to the Planning Area. The adequacy of municipal controls on the proposed operation and the manner

in which the applicant has operated existing and worked-out pits may be taken into account.

iv) Before recommending that any land be re-designated for Pit and Quarry use, the Planning Board shall ensure that the application has provided for:

- adequate set-backs from the lot boundaries;
- buffering from adjacent residential uses;
- the preservation of soil cover for future rehabilitation;
- storm drainage;
- control of access points for traffic safety;
- the protection of the public by the erection of adequate signs and fences;
- the clarification of wash water by the use of settling basins prior to wash water leaving the property;
- the rehabilitation of worked-out areas by levelling, grading and replacing of top soil so that the land may be returned to use for other purposes, such as agricultural, reforestation, recreational, parks or similar uses;
- the effect of the heavy truck traffic on the local roads plus the construction of additional roads.

5. PARK AND OPEN SPACE DEVELOPMENT

Lands suitable for recreational purposes shall be set aside and preserved within the Municipality as park or open space. Where any lands designated for open space are under private ownership, this Plan does not indicate that this land will necessarily remain as open space indefinitely, nor shall it be construed as implying that open space areas are free and open to the general public or will be purchased by the municipality. If the proposal to develop any such lands that are in private ownership are made and the Municipality does not wish to purchase such lands in order to maintain the open space, then an application for the redesignation of such lands for other purposes will be given due consideration by the Municipality.

As the urban and future urban areas are relatively small in population size, and as these areas are closely related to the rural areas, the Planning Board and Council may cooperate in the provision of regional or specialized park facilities for the area. Any proposal to create a regional or specialized park facility, such as a Provincial park, shall be subject to consideration by the Planning Board and the Council.

It shall be a policy of the Planning Board and Council to develop parks, playing fields, track and field facilities, swimming pools and all other publicly-owned recreational facilities next to and in close conjunction with schools wherever possible. This will prevent unnecessary duplication of facilities and a more intensive use of the same facilities for a greater proportion of the day. Council and the Planning Board shall also encourage the development of the water frontages in the area for public recreational uses, where conditions are favourable for these uses.

Objectives

The following objectives shall apply to parks and open space uses in the municipality:

- i. in the urban and future urban areas, to achieve a minimum park standard of one acre per thousand population for neighbourhood use and two acres per thousand for community use;
- ii. in the rural areas, to achieve a minimum park standard of three acres per thousand for community use;
- iii. in the Planning Area, to achieve a minimum park standard of seven acres per thousand for regional and specialized uses.

6. SUMMER COTTAGE DEVELOPMENT

Summer Cottage Development, Where Permitted

In general, summer cottage development may be permitted in certain designated districts along the shores of lakes and rivers in the rural areas.

New Summer Cottage Development

In considering an application for an amendment to the zoning by-law implementing this Plan to permit summer cottage development Council and Planning Board shall ensure that:

- the summer cottage lots are of sufficient size to permit privacy and safe disposal of effluent;
- adequate areas of open space for public use are provided at frequent intervals in the summer cottage area;
- waterfront access for future cottage lots which may be developed behind the first tier of lots is provided.

Objectives

The following objectives shall apply to summer cottage land uses in the municipality;

- i. to regulate new development under applicable provincial legislation.
- ii. to ensure that new subdivisions are properly designed in accordance with accepted current planning practices;
- iii. to require that commercial enterprises in a summer cottage area provide space between buildings, properly surfaced driveways and reasonable amenities for guests in addition to a satisfactory water supply and sanitary sewage disposal system;
- iv. to bring existing substandard properties and their facilities, i.e. water supply and sanitary sewage disposal systems, up to a satisfactory level.

7. TRANSPORTATION POLICIES

A. Classification of Streets and Roads

Public streets and roads in the Planning Area shall be classified on the basis of service function, traffic flow characteristics, running speed and interconnections. The following classification shall apply to all public streets and roads in the Planning Area:

1. Urban Arterial Streets;
2. Urban Local Streets;

B. Definition of Classes

The characteristics of the classes of streets and roads, including service function, traffic flow characteristics, running speed interconnections and suggested right-of-way widths are set out in the following table.

CHARACTERISTICS OF STREET AND ROAD CLASSES

	URBAN ARTERIALS	URBAN LOCALS
Traffic Service	Traffic move- ment primary consideration	Traffic move- ment secondary consideration
Land Service	Land access secondary consideration	Land access primary consideration
Traffic Flow	Uninterrupted except at sig- nals and cross- walks	Interrupted
Average running speed	50 to 90 k.p.h.	40 k.p.h.
Connects to	Arterial Collectors	Collectors Locals
Width of right- of-way	25 m ¹ 32 m ²	20 m

¹ Two Lane Undivided

² Four Lane Undivided

C. Improvement Programme

There shall be a continuing programme of municipal improvement to the existing streets and roads as well as the construction of new streets and roads to serve future development.

CLASSIFICATION OF STREETS AND ROADS

Municipality	Urban Arterials	Urban Collectors	Urban Locals	Rural Arterials	Rural Collectors	Rural Locals
Town of Latchford	Hwy. 11		All Others			

Objectives

The following objectives shall apply to public roads and streets in the municipality:

- i. to bring all major streets and roads to an adequate standard of width and surface based on the classification of function outlined above.
- ii. to eliminate or improve all level road-rail crossings where there is limited visibility;
- iii. to create a network of gravelled roads as the demand required to provide at least fair weather access to potential summer cottage districts;
- iv. to maintain all roads used by tourists as free as possible from scattered or strip development, roadside advertising or any other unnecessary interference with the motorists full appreciation of the country side and scenic areas of the Planning Area.

8. ESSENTIAL SERVICES

General

Existing and proposed development in the urban areas shall be provided with piped water and sanitary and storm sewerage. The provision of new services shall be related to the staging programmes outlined for the urban area in Part III Development Policies, and the capital works programme prepared by the municipality. In general, the extent of development in the urban areas shall be set by the practical and economic range of piped water, and sanitary and storm sewerage that can be made available within the urban areas.

Existing and proposed development in the future urban areas may also be provided with piped water or piped water and sanitary and storm sewerage.

Objectives

The following objectives shall apply to essential services in the municipality.

- i. in urban areas, to extend piped water and storm and sanitary sewerage to unserved areas as these areas are developed;
- ii. in the future urban and rural areas, to ensure that private means of water supply and means of sewage disposal do not constitute a threat to the health of the inhabitants of these areas;
- iii. to ensure that all summer cottage developments have means of sewage disposal approved by the local Timiskaming Health Unit and/or the Ministry of the Environment and that the waters of any lakes or rivers in a summer cottage area are not threatened by pollution;
- iv. to maintain the municipal dumps in a manner which is neither unsightly nor hazardous to health.

DEVELOPMENT POLICIES - TOWN OF LATCHFORD

1. Notwithstanding the assumption concerning the lack of expansion of Latchford, provision is made in the Plan for expansion of the different land uses should a growth pattern develop. This additional land shall be related to the existing built-up area and to the existing and planned urban services including any planned piped water and sanitary and storm sewerage systems, as well as existing and planned streets and roads.
2. It is anticipated that Area R1 on Schedule A will accommodate any residential expansion that will take place up to 1987. In the event that additional lands are required, Area R2 may be developed when Area R1 is 75 percent developed and Area R3 may be developed when Area R2 is 75 percent developed.

PART IV

LAND USE PROPOSALS

LAND USE PROPOSALS

This section is to be read in conjunction with Schedule A, Future Land Use Plan and Part III Development Policies.

A. Categories of Land Use Districts :

1. Urban Residential District
2. Future Urban Residential District
3. General Commercial District
4. Highway Commercial District
5. Urban Industrial District
6. Rural Industrial District
7. Open Space District
8. Rural District
9. Summer Cottage District

B. Land Use Districts

1. Urban Residential District

a) Definition

The Urban Residential classification of land shall mean that the predominant use of lands in the districts so designated shall be for dwellings.

b) Permitted Uses

Various types of dwellings, such as single-family detached, multi-family and apartments, are included under this classification, but similar housing types shall be located together rather than indiscriminately mixed with different types. In addition, multi-family dwellings and apartments shall be permitted only in the area so designated for these uses within the Urban Residential Districts in the zoning by-law.

This classification need not prevent some of the land being used for other purposes, such as for institutional uses, provided that these purposes are compatible to dwellings and their location in a residential area is necessary to serve the surrounding dwellings and provided further that these uses will in no way contribute to the depreciation and deterioration of the value and amenity of the area for dwellings, and that precautions are taken by imposing standards on how the land may be used to protect the value and amenity of the area for dwellings, so that at all times the interests of the dwellings are paramount. This exception to permit other uses of land does not include any commercial or industrial use of land except under the provisions of Part III, A, Section 2.

2. Future Urban Residential District

a) Definition

The Future Urban Residential classification of land shall mean that the predominant use of lands in the districts so designated shall be for dwellings.

b) Permitted Uses

The designation of Future Urban Residential Districts is a recognition of the need to provide small acreage parcels for residential development for those who do not wish to locate in existing incorporated urban centres. In general, the Future Urban Residential Districts have been designated to incorporate existing non-farm residential communities in the rural areas in the expectation that residential development will continue in these areas and that the Districts will eventually be fully urbanized.

In general, dwelling types in Future Urban Residential Districts shall be restricted to low density single family detached and semi-detached units. This classification of land need not prevent some of the land being used for other purposes, such as for institutional uses, provided that these purposes are compatible to dwellings and their location in a residential area is necessary to serve the surrounding dwellings and provided further that these uses will in no way contribute to the depreciation and deterioration of the value and amenity of the area for dwellings and that precautions are taken by imposing standards on how the land may be used to protect the value and amenity of the area for dwellings, so that at all times the interests of the dwellings are paramount.

This exception to permit other uses does not include any commercial or industrial use of land except under the provisions of Part III, A, Section 2.

c) Standards

- i) the minimum parcel size in a Future Urban Residential District shall be 1,400 m² except as noted below:
- ii) the minimum parcel size may be reduced to 700 m² where piped water is available.
- iii) the minimum parcel size may be reduced to 550 m² where piped water and sanitary sewerage are available.
- iv) in all cases, approval by the Ministry of the Environment and Timiskaming Health Unit will be required. Notwithstanding the above, a lot size larger than 1400 m² may be necessary based on soil studies and will be carried out by qualified personnel for each particular development.

3. Commercial District

a) Definition

The Commercial classification of land shall mean that the predominant use of lands in the districts so designated shall be for commerce and offices. Commerce is defined as the buying and selling of goods and services.

b) Permitted Uses

This classification need not prevent some of the land being used for other purposes, such as institutional uses, and public utility uses, provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the Districts from being used for proper commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for commerce. This exception to permit other uses of land does not include any dwelling or industrial undertaking that may be interpreted as being compatible to commerce unless such a dwelling or industrial undertaking is part of and incidental to a commercial undertaking and is essential for the satisfactory operation of that commercial undertaking.

Notwithstanding, apartments over businesses, dwellings converted to multiple occupancy, rooming and boarding houses and existing dwellings may be permitted in the Commercial District as transitional uses provided that sufficient off-street parking is available. These uses are, however, expected to disappear eventually from the district in response to economic forces.

4. Highway Commercial District

a) Definition

The Highway Commercial classification of land shall mean that the predominant use of land in the districts so designated shall be for those commercial uses which rely heavily on passing automobile traffic for their economic existence.

b) Permitted Uses

Uses permitted in a Highway Commercial District may include service stations, garages, motels or drive-in restaurants. This classification shall exclude retail shopping and commercial entertainment facilities which attract large numbers of persons and vehicles.

This classification need not prevent some of the land being used for other purposes, such as public utility uses, provided that these purposes are compatible to highway commercial uses and will in no way detract, hinder or prevent the districts from being used for proper highway commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for highway commercial uses. This exception to permit other uses of land does not include any dwelling or industrial undertaking that may be interpreted as being compatible to highway commercial uses unless such dwelling or industrial undertaking is part of and incidental to highway commercial use of land and is essential for the satisfactory operation of that commercial undertaking.

c) Standards

i. the minimum lot size in a Highway Commercial District shall be 1400 m². In all cases, approval by the Ministry of the Environment and Timiskaming Health Unit will be required. Notwithstanding the above, a lot size larger than 1,400 m² may be necessary based on soil studies and engineering data pertaining to drainage; these studies will be carried out by qualified personnel for each particular development; and

ii. Highway Commercial Districts shall be located not less than 1.6 km apart regardless of whether the Districts are on the opposite or same sides of a public road.

5. Urban Industrial District

a) Definition

The Urban Industrial classification of land shall mean that the predominant use of land in the district so designated shall be for industry, which is defined as manufacturing, extraction and processing of raw materials, repair workshops and the storage of goods.

b) Permitted Uses

This classification need not prevent some of the land being used for public utility purposes.

6. Rural Industrial District

a) Definition

The Rural Industrial classification of land shall mean that the predominant use of land in the Districts so

designated shall be for industry, which is defined as manufacturing, extraction and processing of raw materials, repair workshops and storage of goods.

b) Permitted Uses

The designation of Rural Industrial Districts is a recognition of the need to accommodate industrial development in a rural location. This classification of land need not prevent some of the land being used for other purposes, such as for public utility purposes, provided that the location of these uses in any industrial area is warranted and will primarily serve the industries in the area and not those uses of land within another classification, and that these other uses will in no way contribute to the detracting of the district for sound industrial development.

c) Standards

The minimum parcel size in a Rural Industrial District shall be 0.8 ha.

7. Open Space District

a) Definition

The Open Space classification of land shall mean that the lands in the districts so designated are for use by the public for open air recreational purposes.

b) Permitted Uses

Lands in an Open Space District shall be kept open and free from all buildings and structures, except for a small percentage on which buildings and structures may be erected for purposes that are incidental to and accessory to the open air recreational purposes, such as golf clubs.

This classification need not prevent some of the land in this district being used for institutional purposes, such as cemeteries.

8. Rural District

a) Definition

The Rural classification of land shall mean that the predominant use of land in the districts so designated shall be for agricultural, forestry and mining purposes. This classification may also include country residences on large lots and certain commercial uses as specified in this section.

b) Permitted Uses

Commercial uses permitted in a Rural District shall be commercial uses which primarily serve the Rural District.

These uses may include existing service stations, and garages, neighbourhood retail outlets, farm implement sales, and repair establishments which could be developed in conjunction with areas designated as highway commercial in the Land Use Plan. Also permitted are residential uses associated with the above and with agricultural operations, forestry, conservation and recreational uses. This would include dwellings for bona-fide farmers and farm workers.

c)* Standards

- i. the minimum lot size for a country residence in a rural district shall be 0.4 ha. with its frontage being at least one half its depth;
- ii. Country residences in a rural district shall be permitted on an infilling basis. Provided that the soil and drainage conditions have met the requirements of Part IV.B.2 (c) (iv). Infilling shall be interpreted as the construction of a house between two houses that are already built and that are not further than 90 m apart.

9. Summer Cottage District

a) Definition

The Summer Cottage classification of land shall mean that the predominant use of land in the districts so designated shall be for summer cottage purposes. A summer cottage is defined as a building or structure that is used for temporary occupancy.

b) Permitted Use

This classification of land need not prevent some of the land being used for other purposes, such as for recreational purposes, provided that these purposes are compatible to summer cottages and provided that these uses will in no way contribute to the depreciation and deterioration of the value and amenity of the area for summer cottages and that precautions are taken by imposing standards on how the land may be used to protect the value and amenity of the area for summer cottages, so that at all times the interests of the summer cottages are paramount. This exception to permit other uses of land does not include any residential or industrial use of land nor does it include any commercial use of land except under the provision of Part III, Section 3.

c) Standards

- i. the minimum parcel size in a Summer Cottage District shall be 1400 m² except as noted below;

ii. Where communal sanitary sewerage facilities are available, the minimum parcel size may be reduced to 900 m².

iii. In all cases, approval by the Ministry of the Environment and Timiskaming Health Unit will be required. Notwithstanding the above, a lot size larger than 1400 m² may be necessary based on soil studies and engineering data pertaining to drainage; these studies will be carried out by qualified personnel for each particular development.

by an amending by-law without an amendment to the Official Plan.

3. Subdivisions and Consents

It is intended that, wherever practicable, future development shall take place on registered plans of subdivision.

In certain circumstances development may take place by consent where this is appropriate and not more than a few lots are created.

Applications for consent to land severances will not be encouraged, particularly severances for non-farm homes in rural areas and severances in urban areas prior to the availability of services.

Applications for consent will be checked against this Official Plan to ensure conformity with the principles covering the distribution, description and organization of land uses stated in this Plan.

It shall be the policy of the Council to recommend to the Minister for approval only those plans of subdivision which comply with the proposals for this Plan and which, to the satisfaction of the Planning Board and Council can be supplied with adequate public utilities and services such as schools, fire protection, water supply, sewage disposal and storm drainage facilities as required by the Plan, and which, by reason of such approval, would not adversely affect the economy of the municipality.

No subdivision shall be permitted unless reasonable evidence is furnished to show that:

- i. the lots or parcels created may be expected to be developed within a reasonable period of time;
- ii. the lots of parcels created are suitable for the intended use;
- iii. the size of the lots or parcels (including residual balances) comply with the minimum parcel size requirements of the area in which the lots or parcels are situated; and
- iv. the subdivision will not prejudice the future development of other lands in the immediate vicinity.

Notwithstanding compliance with the foregoing, no lot or parcel shall be created unless it is:

- i. provided with access fronting on an existing and year round publicly maintained road which meets the requirements of the Ministry of Transportation and Communications;
- ii. well-proportioned and of regular shape and dimensions;
- iii. provided, or capable of being provided with sewer and water services where such are available and

- iv. not subject to the danger of flooding, subsidence or erosion.

4. Community Renewal

Community renewal may be used as a tool to implement the Official Plan and to achieve the objectives as set out in Section III General Development Policies and Objectives. A renewal program usually involves a combination of conservation, rehabilitation and replacement of structures and an upgrading of municipal services in certain designated areas.

5. Consents Policy

(a) For Urban Areas

Consents will generally be discouraged and will only be granted on land which is affected by a subdivision control by-law when it is clearly not necessary in the public interest that a plan of subdivision be registered. If a plan of subdivision is not deemed necessary, regard shall be had to other policies in the Official Plan and to the following criteria when considering an application for consent;

- i. Consents should be granted only in areas where the undue extension of any major services would not be required.
- ii. Consents should be granted only when the land fronts on an existing public road which is of a reasonable standard of construction.
- iii. Consents should have the effect of infilling in existing urbanized areas and not of extending the urban area unduly.
- iv. The size of any parcel of land created by such consent should be appropriate for the use proposed considering the public services available and the soil conditions and, in no case, should any parcel be created which does not conform to the provisions of the zoning by-law where one exists.
- v. Direct access from major roads should be restricted and residential lots should, where possible, have access only from internal residential roads.
- vi. Consents should not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.

(b) For Rural Areas

Consents will generally be discouraged and will only be considered when it is clearly not necessary in the public interest that a plan of subdivision be registered. If a plan of subdivision is not deemed necessary, regard shall be had to other policies in the Official Plan and to the following criteria when considering an application for consent.

- i. The preservation of good agricultural land for agricultural purposes. Regard shall be had to the provincial Foodland Guidelines and the Agricultural Code of Practice.
- ii. The prevention of scattered isolated residential development throughout the Township.
- iii. The prevention of ribbon residential or other development along highway or major roads and the restriction of direct access to major roads.
- iv. The suitability of soils and drainage conditions to permit the proper siting of buildings, to obtain a sufficient and potable water supply and to permit the installation of an adequate means of sewage disposal.
- v. Consents should be given only when the land fronts on an existing and year round maintained public road which meets the requirements of the Ministry of Transportation and Communications.
- vi. Consents should not be granted for land adjacent to a road from which access is obtained where a traffic hazard would be created because of limited sight lines on curves or grades.
- vii. Non-agricultural development should be encouraged to locate as infilling in, or adjacent to existing hamlets or groups of houses.
- viii. The size of any parcel of land created by such consent should be appropriate for the use proposed and in no case should any parcel be created which does not conform to the provisions of the zoning by-law where one exists; and
- ix. In a case where there is no zoning by-law in effect, a consent should be granted for a parcel of land only when the frontage is equal to approximately one-half the depth.

6. Committees of Adjustment

It is intended that upon approval of the Official Plan and by-law implementing the Plan, a Committee of Adjustment will be appointed by the Council. In regard to applications to the Committees of Adjustment regarding minor variances to these by-laws and extensions or changes to non-conforming uses, the intention of the Plan is not to prevent such adjustments where no hardship is imposed or is not unduly detrimental to adjacent properties or the community as a whole, provided that in all instances the basic intent of the Plan is retained.

As a guide to the Committee of Adjustment in considering applications for relief from any restricted area by-law implementing the Plan, the following general rules are included:

- i. The Committee may grant minor variances from the strict provisions of any by-law implementing this plan, but such variances must be consistent with the basic intent of this Official Plan.
- ii. When certain uses exist which do not conform with the Official Plan, the Committee may grant an extension to that use or building provided that the basic intent of this Official Plan is kept in mind. However, no permission shall be given to extend a use or building beyond the limits of the land owned and used in connection therewith on the day the by-law was passed without compliance with the procedure necessary to amend the Plan.
- iii. The Committee may grant a change of legal non-conforming use to a new or more suitable use provided that the intended use is compatible with the long term use proposed in the Official Plan, and in no way increases the vested interest in a use that is incompatible with the uses intended by the Official Plan.
- iv. Land, buildings, or structures may be extended into an adjoining area where the permitted uses differ if such an extension will not affect adjacent land uses or jeopardize the long term policies of this Plan. Any such extensions involving a considerable increase in the amount of land devoted to that use (an increase of more than 50% of the area presently devoted to its operation) shall comply with the procedure necessary to amend the Official Plan.

7. Public Works - Capital Works Program

The implementation of the policies of this plan dealing in particular with community facilities will involve the municipality directly in their being financed. The text and schedules of this plan outline the nature and scope of these community projects which include the development of neighbourhood and community parks and playgrounds, the upgrading of roads and the improvement of intersections, etc.

It is intended that the municipality on the basis of the policies of this plan dealing with community facilities, will establish a priority list for the implementation of these projects with estimates of cost (land acquisition, development and maintenance costs) wherever possible. A five year capital improvement program will then be developed which the Council could carry out systematically, adopting initially the first year of the program as part of their budget. It is intended that the program will be reviewed annually as part of the capital budget procedure.

PART VI

INTERPRETATION

INTERPRETATION

With the exception of the items noted below, any change or deviation from a statement of intent, either in the text Parts III, IV, V and VI, or on Schedule A attached to these parts, will necessitate an amendment to the Official Plan.

The following items may be changed or deviated from, to the extent stated without an amendment. Where minor deviations to the Plan are made, however, in accordance with the rules outlined below, these deviations shall be indicated when application is next made to the Minister to amend the Official Plan in order to show the up-to-date situation.

- a) In the areas that are largely undeveloped, land use district boundaries which are not clearly defined by roads, railway rights-of-way or other fixed features may be adjusted to accommodate subdivision design so long as the intent and purpose of the Official Plan is maintained.
- b) In undeveloped areas, school sites, parks and urban commercial areas may be incorporated into subdivision designs in a manner most suitable to topography and layout provided that the general intent of the Plan is maintained.

PART V

PHASING AND IMPLEMENTATION

A. PHASING

Because of the extremely slow rate of growth of the area, it is inappropriate to indicate five-year objectives of growth and development control. However, where a definite growth pattern appears, staging controls will be implemented which will guarantee development in an orderly fashion. In most cases, as stated in Section III Development Policies, development will commence with infilling in established areas and then continue with the opening up of new areas that are mostly economically and efficiently serviced.

B. IMPLEMENTATION

1. General

The Official Plan shall guide the Latchford Planning Board and the Council and Committee of Adjustment in the use of their powers to implement the policies. These powers to implement the Official Plan include Zoning By-laws passed under The Planning Act, the exercise of subdivision control, the construction of Public Works and, in the case of the Committee of Adjustment, guidance in considering applications made to them. In addition, the Official Plan may also be implemented through programs of community renewal.

2. Zoning By-law

A comprehensive zoning by-law shall be passed by the municipality to implement the land use policies established in the Official Plan.

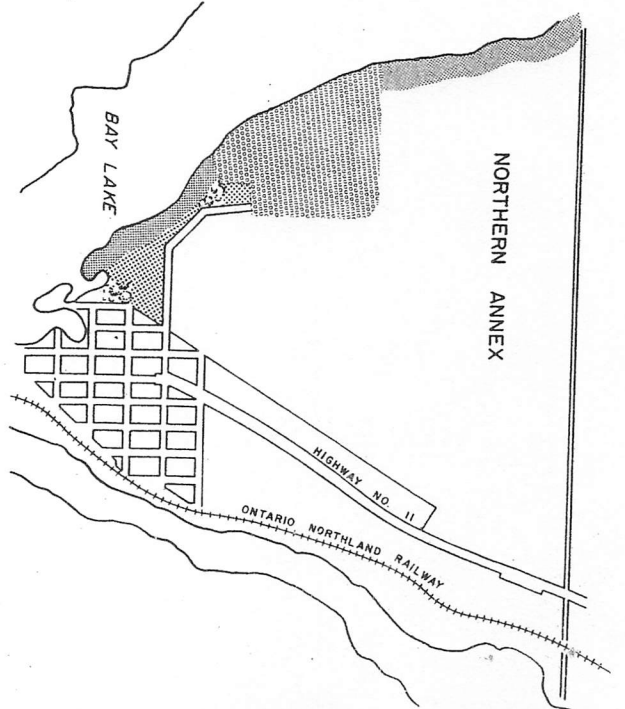
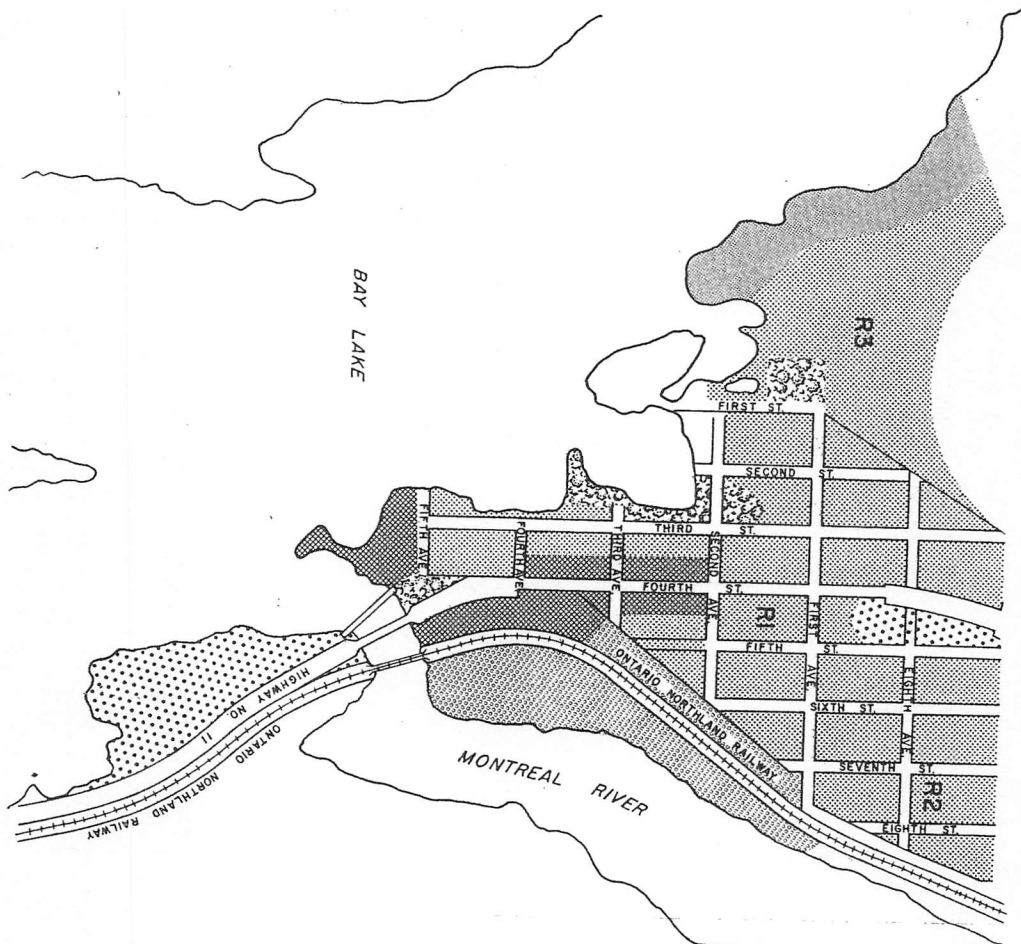
All amendments to the Zoning By-law shall be reviewed in conjunction with the Official Plan and no Zoning By-law amendment shall be passed that does not conform with the Official Plan.

Existing uses of land which do not conform to the policies or Future Land Use Plans of the Official Plan and its implementing by-laws shall be encouraged to relocate in areas designated in the Plan for the use. A non-conforming land use is a land use including a building or structure, which is not permitted in the area in which it is situated.

Existing non-complying uses shall be encouraged, wherever possible, to comply with the relevant policies and standards of this Plan and its implementing by-law. A non-complying land use is a land use, including a building or structure, which does not conform, comply or agree with the standards set out in the implementing by-laws, for example, minimum yards, off-street parking facilities, etc.

Certain areas designated for specific land uses on the Official Plan may be zoned otherwise under a "holding category" in order to delay their development for their designated use until the lands appear to be ready for such development and until the standards appropriate to the designated use can be satisfied. Under the "holding category", the lands may be zoned for agricultural uses, for open space uses or for existing uses, preferably with a restriction prohibiting all enlargement. Prior to rezoning lands under a holding category, the affected municipality shall be satisfied that the use permitted by such zoning will not exert any adverse affect upon any land in conformity with the Official Plan designation and that all services deemed necessary are or can be provided.

When a Council receives application for a development project which is deemed suitable by Council and which is in accordance with the designation and policies of the Official Plan, the holding category may be removed from the implementing by-law



SCHEDULE 'A' OFFICIAL PLAN TOWN OF LATCHFORD

- | | | | |
|--|----------------------|--|-----------------------|
| | RESIDENTIAL DISTRICT | | INDUSTRIAL DISTRICT |
| | COMMERCIAL DISTRICT | | OPEN SPACE DISTRICT |
| | COMMERCIAL HIGHWAY | | COTTAGE DISTRICT |
| | RURAL DISTRICT | | SUMMER RURAL DISTRICT |





Corporation of the Municipality of Calvin

Council Resolution

Date: May 27, 2026

Request for Provincial Review of CVA-Based Apportionment for Shared Municipal and Provincially Mandated Services

Resolution Number: 2026-173

Moved By: Mayor Gould

Seconded By: Councillor Manson

WHEREAS many provincially mandated services, shared municipal services, and board-imposed levies are apportioned among municipalities using Current Value Assessment (CVA) or weighted assessment formulas; and

WHEREAS CVA-based apportionment formulas are intended to reflect municipal assessment capacity, but often do not adequately account for population, service access, geographic isolation, infrastructure constraints, or the differing realities of small and rural municipalities; and

WHEREAS municipalities with significant industrial assessment, utility corridors, resource infrastructure, protected lands, seasonal properties, or large geographic areas may experience disproportionately high per-resident levy impacts despite limited local services and lower resident incomes; and

WHEREAS some municipalities contribute substantially toward regional services such as long-term care, policing, conservation authorities, social services, and other provincially mandated boards and agencies, while residents may have limited local access to those services due to geography, travel distance, or service availability; and

WHEREAS increasing levy pressures are creating significant financial strain for small and rural municipalities and their residents;

NOW THEREFOR BE IT RESOLVED THAT The Council of the Municipality of Calvin requests that the Province of Ontario, including the Minister of Municipal Affairs and Housing and the Minister of Finance, undertake a review of policies, legislation, and regulations governing the use of Current Value Assessment (CVA) and weighted assessment as the basis for apportioning provincially-mandated levies and shared municipal service costs;

AND THAT the Province consider developing fairer and more balanced apportionment models which may include:

- hybrid formulas incorporating both CVA and population;
- consideration of service access and service availability;
- household count or permanent population metrics;
- ability-to-pay considerations for small and rural municipalities;
- rurality and geographic isolation factors; and
- measures to limit disproportionate per-resident levy impacts on smaller municipalities; and

AND THAT the Province work with the Association of Municipalities of Ontario (AMO), Rural Ontario Municipal Association (ROMA), rural municipalities, municipal service boards, and regional service providers to develop best practices and model apportionment frameworks for shared municipal services and provincially mandated boards;

AND THAT this resolution with the mayor's report attached, be circulated to:

- the Premier of Ontario;
- the Minister of Municipal Affairs and Housing;
- the Minister of Finance;
- The Minister of Rural Affairs
- the Association of Municipalities of Ontario (AMO);
- the Rural Ontario Municipal Association
- local Member of Provincial Parliament;
- all Ontario municipalities;
- and relevant municipal service boards and associations for consideration and support.

Result: Carried

CERTIFIED to be a true copy of
Resolution No. 2026-173 passed by the Council of
The Corporation of the Municipality of Calvin
on the 26th day of May, 2026.



Trish Araujo
Deputy Clerk



Report to Council by: Mayor Richard Gould Date: May 26, 2026

Subject: Request for Provincial Review of, and Change to CVA-Based Apportionment

The purpose of this report is to provide background information and supporting rationale for the attached resolution requesting that the Province of Ontario review the use of Current Value Assessment (CVA) and weighted assessment formulas as the basis for apportioning costs for provincially-mandated services, regional boards, and shared municipal services.

The report focuses on the growing financial impacts that CVA-based apportionment can have on small and rural municipalities, particularly where assessment values do not accurately reflect resident income levels, service access, or local municipal capacity.

Many shared municipal services and provincially-mandated boards in Ontario allocate costs among participating municipalities using Current Value Assessment (CVA) or weighted assessment formulas.

Examples include: Long-Term Care facilities; District Social Services Administration Boards (DSSAB); policing costs; conservation authorities; health and social service boards; and School boards and other regional service arrangements.

Under these formulas, municipalities with higher assessment values contribute a larger percentage of overall costs.

The intent of the current CVA-based apportionment is only a reflection of the municipalities "ability to pay." However, in many rural municipalities, assessment values do not accurately represent:

- or the actual level of services available within the municipality
- resident income levels;
- local economic strength;
- access to services;
- population density;
- transportation challenges.

As a result, some rural municipalities experience disproportionately high levy impacts on a per-household or per-resident basis.

Rural and Northern Municipal Realities

Small rural municipalities often differ significantly from urban centres in both geography and service availability.

In many cases:

- residents must travel substantial distances to access healthcare and government services;
- municipalities may lack public transit;
- municipalities may not have local hospitals, long-term care homes, or other major services;
- populations may be older and more geographically dispersed;
- infrastructure costs may be high due to large geographic areas and low population density.

At the same time, rural municipalities may contain:

- pipelines;
- hydro corridors;
- industrial infrastructure;

- protected lands;
- provincial parks;
- seasonal properties;
- or large acreages.

These features can substantially increase municipal assessment values while providing little indication of the financial capacity of local residents. This creates a disconnect between the assessed property value; and actual household ability to absorb increasing levy costs.

The Municipality of Calvin is a small rural municipality with approximately 230 households.

A significant portion of municipal assessment is influenced by industrial infrastructure, including a major pipeline corridor. The municipality also contains multiple provincial parks and large acreages, much of which limits future residential or commercial development opportunities.

Many residents live on inherited rural properties and have fixed or modest incomes. While assessment values may appear significant on paper, they do not necessarily reflect disposable household income or enhanced municipal service levels.

The Township has no hospital, no long-term care facility, no public transit, and limited local health and social service infrastructure.

Despite these limitations, the Township contributes toward many regional services through CVA-based apportionment formulas.

Cassellholme Capital Cost Example

The attached Appendix "A" illustrates the distribution of Cassellholme redevelopment capital costs among participating municipalities using:

- the current CVA formula;
- a household-based formula; and
- a hybrid formula combining CVA and household count.

The analysis demonstrates substantial differences in per-household impacts between municipalities.

Under the current CVA model:

- Calvin households contribute approximately \$393.89 per household;
- South Algonquin contributes approximately \$377.48 per household;
- Mattawan contributes approximately \$283.74 per household.

By comparison:

- Mattawa contributes approximately \$94.50 per household;
- Chisholm contributes approximately \$193.18 per household;
- North Bay contributes approximately \$203.56 per household.

Under a purely household-based model, the contribution would be approximately \$209.09 per household across all municipalities.

The analysis suggests that CVA-based formulas can create substantial disparities in per-household costs between municipalities, particularly in smaller rural communities where industrial or resource-based assessment inflates municipal valuation figures.

Hybrid and Alternative Models

The report recommends that the province review whether the current reliance on CVA alone remains the most equitable method of apportionment in all circumstances.

Alternative approaches could include:

- hybrid formulas combining CVA and household count;
- formulas incorporating permanent population;
- service availability considerations;
- rurality and geographic isolation factors;
- ability-to-pay considerations;
- or mechanisms to limit disproportionate impacts on smaller municipalities.

The attached example demonstrates that even a partial hybrid approach can reduce extreme disparities while still recognizing assessment capacity.

Broader Provincial Relevance

This issue extends beyond the Municipality of Calvin.

Many rural Ontario municipalities face similar circumstances where; industrial assessment; utility corridors, hydro infrastructure, pipelines, resource lands, or protected lands, increase municipal assessment values without proportionally increasing local service access or household financial capacity.

As provincial and regional levy pressures continue to rise, concerns regarding the fairness and sustainability of existing apportionment models are likely to become increasingly significant for rural municipalities across Ontario.

Conclusion

The current use of CVA and weighted assessment formulas was developed to reflect municipal assessment capacity. However, the growing divergence between assessment values and the realities facing many rural municipalities suggests that a provincial review is warranted.

The Municipality of Calvin is requesting that the Province of Ontario review the use of CVA-based apportionment for provincially-mandated and shared municipal services and consider more balanced approaches that better reflect:

- household impacts;
- rural realities;
- service access;
- and municipal capacity.
- The attached resolution seeks to initiate that broader provincial discussion.
- Recommendation:

That Council adopt the attached resolution requesting a provincial review of Current Value Assessment (CVA)-based apportionment formulas for shared municipal and provincially-mandated services.

Appendix A:

Distribution of Capital cost for Cassellholme construction:

This chart shows the distribution of costs based on current CVA, Per Household, and a Hybrid of 75% per household and 25% CVA.

Current CVA				Per Household				Hybrid 75/25		
Municipality	Households	Current CVA Pct	Current CVA Annual	Per household	Household based PCT	Household Based Annual	by household only	Hybrid PCT	Hybrid Annual	hybrid by household
North Bay	23470	79.187%	\$4,777,615.40	\$203.56	81.34%	4,907,375.69	209.09	80.8000%	4,874,935.62	207.71
East Ferris	1890	7.742%	\$467,100.64	\$247.14	6.55%	395,182.79	209.09	6.8480%	413,162.25	218.60
South Algonquin	530	3.316%	\$200,065.32	\$377.48	1.84%	110,818.45	209.09	2.2066%	133,130.17	251.19
Bonfield	890	3.237%	\$195,298.99	\$219.44	3.08%	186,091.37	209.09	3.1225%	188,393.27	211.68
Papineau-Cameron	405	1.726%	\$104,135.33	\$257.12	1.40%	84,682.03	209.09	1.4842%	89,545.35	221.10
Chisholm	510	1.633%	\$98,524.33	\$193.18	1.77%	106,636.63	209.09	1.7338%	104,608.55	205.11
Calvin	227	1.482%	\$89,414.00	\$393.89	0.79%	47,463.75	209.09	0.9605%	57,951.31	255.29
Mattawa	860	1.347%	\$81,269.00	\$94.50	2.98%	179,818.62	209.09	2.5721%	155,181.22	180.44
Mattawan	70	0.329%	\$19,861.73	\$283.74	0.24%	\$14,636.40	209.09	0.2642%	15,942.73	227.75
TOTAL	28852		\$6,033,284.73		99.99%	\$6,032,705.73	209.09	1.00	6,032,850.48	

Totals 65693 \$6,033,284 \$6,033,333 \$6,033,333

Total Capital rebuild cost is and estimate of \$121,000,000 plus \$110,000,000 interest, minus the \$50,000,000 arranged by the province to be divided in each of the first years of the loan. This is a Total of \$181,000,000. Divided over the next 30 years this equals \$6,033,333 per year.



Date: 13 May 2026

15

Moved By: Deputy Mayor Netty McEwen

Seconded By: Councillor John van Klaveren

Support for Sustainable Provincial Grant Funding for Fire Services in Ontario

WHEREAS Municipal fire services in Ontario operate under legislative authority established by the province through statutes, regulations, codes, and prescribed standards governing training, equipment, certification, inspection, and operational requirements;

AND WHEREAS municipalities are responsible for implementing and maintaining compliance with these provincially mandated requirements primarily through local property taxation;

AND WHEREAS current provincial fire service grant programs are available to both full-time and volunteer fire departments across Ontario and are distributed through competitive application processes that may not fully reflect the differing financial and administrative capacities of urban and rural municipalities, highlighting the need for a more balanced approach to funding that supports all fire services equitably;

AND WHEREAS volunteer firefighters represent approximately **70–75% of firefighters in Ontario**, protecting the majority of communities across the province and, particularly in rural areas, are frequently **the first emergency responders to arrive on scene ahead of other emergency services**;

AND WHEREAS other provincially regulated emergency services, including policing and paramedic services, receive stable and predictable provincial funding contributions or cost-sharing arrangements;

AND WHEREAS the absence of a comparable and stable funding model for fire services creates a structural imbalance between provincial regulatory authority and municipal financial responsibility;

AND WHEREAS reliance on competitive funding creates budget uncertainty, limits long-term financial planning, and may not reflect the actual operational needs of fire services, contributing to instability, reduced preparedness and the reduction of services within a critical emergency response sector;

AND WHEREAS stable and predictable funding is essential to maintain emergency preparedness, firefighter safety, service sustainability, and equitable protection for residents regardless of municipal size or tax base;

NOW THEREFORE BE IT RESOLVED THAT

The Council of the Town of Plympton-Wyoming respectfully calls upon the Province of Ontario to **transition the current practice of competitive provincial fire service grant programs into a permanent, stable, and predictable non-competitive provincial funding program** that supports municipalities in meeting provincially legislated fire protection requirements;

AND FURTHER THAT this funding be structured to provide equitable and predictable annual support for **operational readiness and training costs associated with volunteer, composite and full-time fire departments across Ontario**;

AND FURTHER THAT the annual value of this funding be reviewed and adjusted to more appropriately reflect the level of provincial funding support currently provided to other provincially regulated emergency services, including policing and paramedic services;

AND FURTHER THAT this resolution be circulated for endorsement to:

- The County of Lambton
- Lambton County Fire Chiefs Association
- All municipalities
- Ontario Association of Fire Chiefs
- Ontario Professional Fire Fighters Association
- Ontario Volunteer Fire Fighters Association
- Association of Municipalities of Ontario
- Rural Ontario Municipal Association

AND FURTHER THAT, upon endorsement, this resolution be submitted to:

- Steve Pinnsoneault MPP Lambton-Kent-Middlesex
- Bob Bailey MPP Sarnia-Lambton
- The Honourable Michael Kerzner, Minister of the Solicitor General
- The Honourable Kinga Surma, Minister of Infrastructure
- The Honourable Rob Flack, Minister of Municipal Affairs and Housing
- The Honourable Doug Ford, Premier of Ontario

✓		
Carried	Defeated	Deferred



The Corporation of the
TOWNSHIP OF BALDWIN

11 Spooner Street
MCKERROW, ONTARIO POP 1M0
TEL: (705) 869-0225 FAX: (705) 869-5049
CLERK: Holly Zahorodny – admin@baldwin.ca

9.1
(7)

MOVED BY:

- ☒ Jason Cote
- ☐ Marc Lepine
- ☐ Ray Maltais
- ☐ Bert McDowell

SECONDED BY:

- ☐ Jason Cote
- ☐ Marc Lepine
- ☒ Ray Maltais
- ☐ Bert McDowell

RESOLUTION # 26 – 061

Date: April 13, 2026

WHEREAS the Ontario Provincial Police (OPP) provide policing services to both organized municipalities and unorganized territories across the Province of Ontario;

AND WHEREAS organized municipalities receiving OPP policing services are billed under the OPP Municipal Policing Billing Model, which includes a base service cost and additional costs related to calls for service;

AND WHEREAS unorganized townships and territories contribute to policing costs through provincial taxation mechanisms and pay only a base rate while receiving OPP policing services;

AND WHEREAS residents of unorganized territories receive comparable OPP policing services to those provided in organized municipalities;

AND WHEREAS recent increases in OPP policing costs have placed a growing and disproportionate financial burden on organized municipalities and their taxpayers;

AND WHEREAS municipalities have limited revenue tools and must rely primarily on property taxation to fund essential services such as policing;

AND WHEREAS the current funding structure creates an inequitable situation in which organized municipalities are required to subsidize a larger share of policing costs while similar services are provided in unorganized territories at a significantly lower contribution level;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Baldwin calls upon the Province of Ontario to conduct an immediate review of the OPP Municipal Policing Billing Model and the policing funding structure for unorganized territories



The Corporation of the
TOWNSHIP OF BALDWIN

11 Spooner Street
MCKERROW, ONTARIO P0P 1M0
TEL: (705) 869-0225 FAX: (705) 869-5049
CLERK: Holly Zahorodny – admin@baldwin.ca

AND FURTHER THAT the Province be requested to implement a fair and equitable funding model that ensures all communities receiving OPP policing services contribute appropriately to the cost of those services;

AND FURTHER THAT the Province be requested to consult with municipalities, particularly those in Northern Ontario, regarding the financial impacts of OPP policing costs and the current inequities in the system;

AND FURTHER THAT a copy of this resolution be forwarded to the Honourable Minister of the Solicitor General, the local Member of Provincial Parliament, the Association of Municipalities of Ontario (AMO), the Federation of Northern Ontario Municipalities (FONOM), the Northwestern Ontario Municipal Association (NOMA), and neighbouring municipalities for their support.

CERTIFIED TRUE COPY



CAO/Clerk – Administrator/Treasurer
Holly Zahorodny

I DECLARE THIS RESOLUTION

- ☒ Carried
☐ Defeated
☐ Deferred



Mayor

RECORDED VOTE				
	For	Against		
V. Gorham	—	—		
J. Cote	—	—		
M. Lepine	—	—		
R. Maltais	—	—		
B. McDowell	—	—		



THE CORPORATION OF THE TOWN OF LATCHFORD

BY-LAW No.: 2026-022

Being a By-Law of the Corporation of the Town of Latchford to establish tax rates to raise the levy required for 2026 municipal and education purposes, and to provide for penalty and interest in default of payment thereof.

Whereas, the Council of the Corporation of the Town of Latchford, in accordance with Section 290(1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, has adopted By-law No. 2026-21 approving the estimates of all sums required for municipal purposes for the current year;

And Whereas, Section 307 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, requires that all taxes shall, unless expressly provided otherwise, be levied upon the whole of the assessment for real property or other assessments made under the Assessment Act according to the amounts assessed and not upon one or more kinds of property or assessment or in different proportions;

And Whereas, Section 312 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, provides that for the purposes of raising the general local municipality levy, a local municipality shall, each year, pass a By-law levying a separate tax rate, as specified in the By-law, on the assessment in each property class in the local municipality rateable for local municipality purposes;

And Whereas, Section 307 and Section 308 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, requires tax rates to be established in the same proportion to each other as the tax ratios established for the property classes are to each other;

And Whereas, the Ministry of Finance has by Ontario Regulation 11/22 under the Education Act amended O. Reg. 400/98 to establish Tax Rates for School Purposes for 2026;

And Whereas, Section 342(1) (a) of the Municipal Act 2001, S.O. 2001, c.25, as amended, allows a local municipality to provide for the payment of taxes in one amount or by instalments and the date or dates in the year for which the taxes are imposed on which the taxes or instalments are due;

And Whereas, Section 342 (1) (b) of the Municipal Act 2001, S.O. 2001, c.25, as amended allows a local municipality to provide for alternative instalments and due dates in the year for which the taxes are imposed other than those established under clause 342 (1) (a) to allow taxpayers to spread the payment of taxes more evenly over the year;

And Whereas, Section 345 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, allows for a percentage charge, not to exceed 1.25 per cent of the amount of taxes due and unpaid, to be imposed as a penalty for the non-payment of taxes, and allows for an interest charge, not to exceed 1.25 per cent each month of the amount of taxes due and unpaid, to be imposed for the non-payment of taxes;

And Whereas, Council for the Corporation of the Town of Latchford consider the estimates of the municipality and the Boards and Commissions of the Municipality and deem it necessary that the following sums be raised by means of taxation for the year 2026;

School Purposes	\$ 435,353.00
Municipal Purposes	<u>\$ 889,956.12</u>
Total	\$ 1,325,309.12

And Whereas, all property assessment rolls on which the 2026 taxes are to be levied have been returned and revised pursuant to the provisions of the Assessment Act subject to appeals at present before the District Court and the Ontario Municipal Board;

And Whereas, the assessment upon which the cost of municipal services is to be levied in the Town of Latchford as follows:

Residential	\$ 33,727,400
Commercial	\$ 693,100
Pipeline	<u>\$ 42,766,000</u>
Total	\$ 77,186,500

Now therefore be it resolved that, the Council of the Corporation of the Town of Latchford enacts as follows:

1. **That,** there shall be levied and collected upon the whole assessment for real property according to the last certified assessment roll the tax rates as set out in Schedule "A" to this By-law and forming part of this By-law, which shall produce the general local municipal Town levy of One Million, Three Hundred Twenty Five Thousand, Three Hundred and Ten Dollars (\$1,325,310).
2. **That,** the Tax Collector may mail or cause the same to be mailed to the residence or place of business of such person indicated on the last revised assessment roll, a written or printed notice specifying the amount of taxes payable.
3. **That,** the final taxes shall be due in two instalments, Friday July 31st, 2026, and Wednesday September 30th, 2026
4. **That,** a percentage charge of 1.25 per cent of the amount of taxes due and unpaid shall be imposed as a penalty for the non-payment of taxes on the first day of the month following the date the taxes were due.
5. **That,** interest charges in the amount of 1.25 per cent shall be imposed on the amount of taxes due and unpaid on the first day of each and every month the default continues.
6. **That,** all taxes shall be paid into the Treasury Department of the Town, 10 Main Street, Highway 11 in Latchford, Ontario; at most financial institutions; by telephone banking; email money transfer or by internet banking.
7. **That,** if an article of this By-law is for any reason held to be invalid, the remaining articles shall remain in effect until repealed.
8. **That,** the Clerk for the Corporation of the Town of Latchford is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule(s).
9. **And Finally That** this By-law shall come into full force and effect upon final passing.

Read a first, second and third time and finally passed on the 16th day of June, 2026.

Sharon Gadoury-East, Mayor

Malorie Robinson, Clerk

Appendix A – Tax Rates

<u>Residential</u>	
School	0.00153000
Municipal	<u>0.01152289</u>
	0.01305289
<u>Commercial Occupied</u>	
School	0.00880000
Municipal	<u>0.02281532</u>
	0.03161532
<u>Commercial Vacant</u>	
School	0.00880000
Municipal	<u>0.01597072</u>
	0.02477072
<u>Pipelines</u>	
School	0.00880000
Municipal	<u>0.01145625</u>
	0.02025625



Town of Latchford

THE CORPORATION OF THE TOWN OF LATCHFORD

BY-LAW No.: 2026-023

Being a By-Law of the Corporation of the Town of Latchford to set the tax ratios for the 2026 tax year.

Whereas, Section 363 (3) of the Municipal Act, 2001, as amended, the Council of the Municipality shall pass a by-law establishing the tax ratios for the year for the municipality;

Now therefore be it resolved that, the Council of the Corporation of the Town of Latchford enacts as follows:

The Tax Ratios for the Municipality are as follows:

Residential	1.000000
Commercial	1.980000
Pipelines	0.994217

1. **That**, the Clerk for the Corporation of the Town of Latchford is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule(s).
2. **And Finally That** this By-law shall come into full force and effect upon final passing.

Read a first, second and third time and finally passed on the 16th day of June, 2026.

Sharon Gadoury-East, Mayor

Malorie Robinson, Clerk



Town of Latchford

THE CORPORATION OF THE TOWN OF LATCHFORD

BY-LAW No.: 2026-024

Being a By-Law of the Corporation of the Town of Latchford to set the Water and Sewer rates for the 2026 tax year.

Whereas, Sections 9 and 10 of the Sustainable Water and Sewage Systems Act, 2002 states that every regulated entity that provides water services and waste water services to the public shall prepare and approve a plan describing how the entity intends to pay the full cost of providing those services;

And Whereas, pursuant to Section 391(1)(a) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality may pass by-laws imposing fees or charges on any class of persons, for services or activities provided or done by or on behalf of it;

And Whereas, the Council of the Corporation of the Town of Latchford is committed to comply with requirements of Ontario Regulation 170/03 made pursuant to the Safe Drinking Water Act, 2002, S.O. 2002, Chap.32 and with all Orders from the Ministry of the Environment;

Now therefore be it resolved that, the Council of the Corporation of the Town of Latchford enacts as follows:

1. **That**, the rates and charges with respect to water and sewer services are hereby set as per Schedules "A" hereto attached and forming part of this by-law;
2. **That**, the provisions of this By-law shall come into force and take effect January 1, 2026;
3. **That**, the final 2026 water and sewer bills be included with the final tax bill with the instalment dates being July 31st, 2026 for the first instalment and September 30th, 2026 being the second installment;
4. **That**, on all unpaid water and sewer bills, interest shall be added at the rate of 1.25% per month for each month or fraction thereof in which the arrears continue;
5. **That**, all water and sewer bills are due and payable to the Corporation of the Town of Latchford at 10 Main Street, Latchford Ontario P0J-1N0
6. **And Finally That** this By-law shall come into full force and effect upon final passing.

Read a first, second and third time and finally passed on the 16th day of June, 2026.

Sharon Gadoury-East, Mayor

Malorie Robinson, Clerk

Schedule "A"
Water and Sewer Rates

For the Year 2026 the residential water rate shall be **\$847.56** and the residential sewer rate shall be **\$803.28** The combined rate shall be **\$1,650.84** split 60/40.

Frontage and Connection charges shall still apply.

Upgrades to Water Treatment Plant Charge

A special charge shall be included on the Utility billing for a thirty and one half (30.5) year period to cover the repayment of the loan required to fund the municipal share, as follows:

2008 to 2038	\$137.38
Residential Vacant / used with access	\$ 68.69
Commercial / Business Used with access	\$103.04

Definitions

For the purposes of utility billing, the following categories shall apply:

1. Residential shall mean residential homes
2. Multi-Residential shall mean residential units with more than one unit requiring water/sewer connections.
3. Business Type A shall mean Business/commercial single use
4. Business Type B shall mean Business/commercial / restaurant / small motel less than 2500sq ft/dual use
5. Business Type C shall mean Business/commercial / large motel greater than 2500sq ft /multiple use
6. Municipal Type A shall mean Municipal Buildings
7. Municipal Type B shall mean Large municipal buildings – Community Centre/Arena

For the purpose of utility billing the following categories shall apply to vacant lots:

1. Residential Vacant Unoccupied
2. Residential Vacant Used – Any Purpose
3. Commercial/Business Unoccupied
4. Commercial/Business Used – Any Purpose

Utility Ratios

Ratios apply to both water and sewer separately if utility is available.

1. Residential	1.00
2. Multi-Residential	1.10
3. Business Type A	1.20
4. Business Type B	1.30
5. Business Type C	1.60
6. Municipal Type A	2.0
7. Municipal Type B	4.0

8. Residential Vacant Unoccupied with Access	\$103.51 Flat Rate Water \$103.51 Flat Rate Sewer
9. Residential Vacant Used with Access	0.5
10. Commercial Unoccupied with Access	\$164.10 Flat Rate Water \$164.10 Flat Rate Sewer
11. Commercial Used with Access	0.75
12. Multi-Residential 2	\$1,210.80 Flat Rate Water \$1,147.55 Flat Rate Sewer
13. Multi-Residential 3	\$1,412.60 Flat Rate Water \$1,338.80 Flat Rate Sewer



Town of Latchford

THE CORPORATION OF THE TOWN OF LATCHFORD

BY-LAW No.: 2026-025

Being a By-Law to Confirm the proceedings of the Council of the Corporation of the Town of Latchford.

Whereas Subsection 3 of Section 5 of the Municipal Act provides that municipal powers, including a municipality's capacity, rights, powers and privileges under Section 9, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

And Whereas it is deemed expedient and desirable that the proceedings of the Council of the Corporation of the Town of Latchford at this meeting be confirmed and adopted by by-law;

Now therefore, the Council of the Corporation of the Town of Latchford hereby enacts as follows:

1. **That**, the action of the Council of the Town of Latchford at its meeting held on the 16th day of June 2026, in respect to each by-law and resolution and other action passed and taken or direction given by Council at its meeting, is, except where the prior approval of the Ontario Municipal Board is required, hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this By-law.
2. **And Further**, the Mayor or in their absence, the Acting Head of Council and the proper officers of the Town of Latchford are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and, except where otherwise provided, the Mayor and the Clerk are hereby directed to execute all documents necessary in that behalf, and to affix the Corporate Seal of the Town of Latchford to all such documents.
3. **And Finally**, the Clerk for the Corporation of the Town of Latchford is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the By-law, after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law or its associated schedule.

Read a first, second and third time and finally passed on the 16th day of June, 2026.

Sharon Gadoury-East, Mayor

Malorie Robinson, Clerk