



Tay Valley Township

COMMITTEE OF THE WHOLE AGENDA

Tuesday, June 2nd, 2026
Immediately Following the Public Meeting – Zoning By-Law Amendments at 5:30 p.m.
Municipal Office – Council Chambers – 217 Harper Road

Livestream Link: [Livestream Link](#)

5:30 p.m. *Public Meeting – Zoning By-Law Amendments*
Following *Committee of the Whole Meeting*

Chair, Councillor Angela Pierman

1. **CALL TO ORDER**
2. **NOTICE OF LIVESTREAMING**
3. **AMENDMENTS/APPROVAL OF AGENDA**
4. **DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST AND GENERAL NATURE THEREOF**
5. **APPROVAL OF MINUTES OF PUBLIC MEETINGS**

None.

6. **DELEGATIONS AND PRESENTATIONS**

- i) **Presentation: Perth and District Union Public Library Update – *attached, page 8.***
Erika Heesen, Chief Executive Officer/Chief Librarian, Perth and District Union Public Library

Suggested Recommendation to Council:
“THAT, the Perth and District Union Public Library Update presentation on June 2nd, 2026, be received for information.”

- ii) **Delegation: Maberly Pines Subdivision Proposal – attached, page 12.**
Frank Johnson.

Suggested Recommendation to Council:

“THAT, the Maberly Pines Subdivision Proposal delegation provided by Frank Johnson on June 2nd, 2026 be received for information.”

- iii) **Delegation: Maberly Pines Subdivision Proposal – attached, page 14.**
Frank Sammut.

Suggested Recommendation to Council:

“THAT, the Maberly Pines Subdivision Proposal delegation provided by Frank Sammut on June 2nd, 2026 be received for information.”

- iv) **Delegation: Maberly Pines Subdivision Proposal – attached, page 25.**
Richard Mosley.

Suggested Recommendation to Council:

“THAT, the Maberly Pines Subdivision Proposal delegation provided by Richard Mosley on June 2nd, 2026 be received for information.”

7. PRIORITY ISSUES

- i) **Report #CAO-2026-17 - Maberly Pines Subdivision - Capital Charge Update and Next Steps – attached, page 27.**
Amanda Mabo, Chief Administrative Officer/Clerk.

Suggested Recommendation to Council:

“THAT, Tender #2025-PW-004 for the Maberly Pines Subdivision – Road Work be awarded to Crains’ Construction Ltd. to complete the brushing and road base work in 2026 and the surface treatment in 2027 for the Maberly Pines Subdivision;

THAT, the roads within the Maberly Pines Subdivision be assumed once the brushing and road base work is completed for the Maberly Pines Subdivision;

AND THAT, once the costs for the work are known, a capital charge under Part XII of the Municipal Act, 2001, be applied to the benefiting properties.”

Suggested Recommendation to Council:

“THAT, staff be authorized to notify Hydro One to proceed with the Maberly Pines Subdivision – Completion Project as outlined in Report #CAO-2026-17.”

- ii) **Report #PD-2026-08 – General Amendments to the Comprehensive Zoning By-Law 02-121 – *attached, page 41.***
Noelle Reeve, Planner

Suggested Recommendation to Council:

“THAT, the proposed amendments to Zoning By-Law 02-121 as outlined in Report #PD-2026-08 - General Amendments to Comprehensive Zoning By-Law 02-121 be agreed for public consultation at a Public Meeting to be held in August 2026;

AND THAT, the Planner seek feedback from lake associations, the farm community, social organizations, businesses, environmental groups and others through outreach including at their events over the summer.”

- iii) **Report #PWM-2026-11 – Long Lake Road and Miner’s Point Road Works – *attached, page 54.***
Sean Ervin, Public Works Manager.

Suggested Recommendation to Council:

“THAT, the 2026 budget amount of \$31,200 for Long Lake Road improvements be reduced to \$12,500 and the remaining amount of \$18,700 be allocated for improvements on Miner’s Point Road.”

- iv) **Appointment of Soccer Volunteers.**

Suggested Recommendation to Council:

“THAT, the Council of the Corporation of Tay Valley Township appoint the following volunteers for the Tay Valley Soccer Program, subject to the Criminal Records Check Policy:

- *Paul Light*
- *Jamie-Lee Breach*
- *Breanne Mayo-Duff*
- *Tony McNally*
- *Teaghan Durnin*
- *Pieter ter Haar*
- *Charlottle Cinkant*
- *Tony McNally*
- *Rebecca Lortie*
- *Shane Reid*
- *Andrew Graham*
- *Mike McGonegal*
- *Doug Duff.”*

8. CORRESPONDENCE

- i) **26-05-27 – Council Communication Package – *attached, page 57.***

Suggested Recommendation to Council:

“THAT, the 26-05-27 Council Communication Package be received for information.”

- ii) **26-05-08 – Eastern Ontario Warden’s Caucus (EOWC): Ontario Most Outdated Property Reassessment in Canada: A Call to Return to Property Tax Reassessment Cycle – *attached, page 60.***

Suggested Recommendation to Council:

“THAT, the Council of the Corporation of Tay Valley Township supports the May 8th, 2026 Eastern Ontario Warden’s Caucus’ (EOWC) resolution regarding the Ontario Most Outdated Property Reassessment in Canada: A Call to Return to Property Tax Reassessment Cycle;

***AND THAT,** a copy of this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Peter Bethlenfalvy, Minister of Finance; EOWC Members of Provincial Parliament; the Association of Municipalities of Ontario; the Rural Ontario Municipal Association; the Municipal Property Assessment Corporation; the Ontario Big City Mayors; the Western Ontario Wardens’ Caucus; the Mayors and Regional Chairs of Ontario; the Federation of Northern Ontario Municipalities; all EOWC municipalities and the EOWC.”*

- iii) **26-05-18 – Prince Edward County: Resolution No. 2026-208 Regarding Reinstating the Requirements for Compliance with the Freedom of Information and Protection of Privacy Act – *attached, page 62.***

Suggested Recommendation to Council:

“WHEREAS, all residents of Ontario have the right to fair, open and democratic government;

***AND WHEREAS,** all elected representatives, municipal and provincial alike, in Ontario have a duty to faithfully execute the powers and trust placed in them and willingly swear an oath to this effect and are subject to fair public scrutiny;*

***AND WHEREAS,** the Freedom of Information and Protection of Privacy Act (FIPPA) and the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) are essential tools to protect Ontarians against privacy breaches, and abuses of power;*

***AND WHEREAS,** the Province of Ontario enacted Bill 97, the Plan to Protect Ontario Act (Budget Measures), 2026, which received Royal Assent on April 24, 2026, and introduced significant amendments to both FIPPA and MFIPPA to alter statutory timelines and privacy governance frameworks;*

AND WHEREAS, the amendments introduced via Bill 97 have created a jurisdictional imbalance by excluding records held by provincial Ministers, their offices, and staff from the application of FIPPA, while maintaining the statutory responsibilities and administrative burdens for municipal elected officials and staff under MFIPPA, thereby establishing higher standards for transparency and personal record accountability for municipal governments;

AND WHEREAS, excluding members of the highest offices and their staff from reasonable public access requests and records retention creates security concerns, reinforces the appearance of self-dealing and is contrary to the public interest;

NOW THEREFORE BE IT RESOLVED THAT, Tay Valley Township Council call on the Province to reinstate requirements for compliance with FIPPA to ensure that the Premier, Ministers, and their staff are subject to proper and fair public scrutiny like all other elected representatives in Ontario;

THAT, the Government of Ontario implement recommendations of the Information and Privacy Commissioner of Ontario to increase and ensure proper security, record keeping and democratic accountability;

AND THAT, this resolution be circulated to Premier Doug Ford, Minister of Finance Bethlenfalvy, MPP John Jordan, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM) and the 444 municipalities of Ontario.”

- iv) **26-05-13 – Corridor Train Alliance – Eastern Ontario High Speed Rail Advocacy – attached, page 64.**
Reeve Rob Rainer.

9. COMMITTEE, BOARD & EXTERNAL ORGANIZATION UPDATES

- i) **Bolingbroke Cemetery Board – deferred to the next meeting.**

- ii) **Committee of Adjustment.**

26-05-25 – Draft Committee of Adjustment Hearing Minutes – *attached, page 69.*

- iii) **Fire Board – deferred to the next meeting.**

- iv) **Library Board.**

26-04-20 – Perth and District Union Public Library Board Minutes – *attached, page 74.*

- v) **Pinehurst Cemetery Board** – *deferred to the next meeting.*
- vi) **Lanark County OPP Detachment Board.**

26-04-15 – Lanark County OPP Detachment Board Meeting Minutes – *attached, page 76.*
- vii) **Green Energy and Climate Change Working Group** – *deferred to the next meeting.*
- viii) **Mississippi Valley Conservation Authority Board** – *deferred to the next meeting.*
- ix) **Rideau Valley Conservation Authority Board.**

26-04-23 – Rideau Valley Conservation Authority Board of Directors Meeting Draft Minutes – *attached, page 85.*
- x) **Lanark County Traffic Advisory Working Group** – *deferred to the next meeting.*
- xi) **County of Lanark.**
Reeve Rob Rainer and Deputy Reeve Fred Dobbie.

10. CLOSED SESSION

None.

11. DEFERRED ITEMS

**The following items will be discussed at the next and/or future meeting:*

None.

12. ADJOURNMENT

DELEGATIONS AND PRESENTATIONS

Our Union Public Library serves Perth, Drummond/North Elmsley and Tay Valley, and its Board is made up of one representative from each of our supporting councils and two volunteer representatives from each community.

Governed by the Ontario Public Libraries Act, the Board ensures our library provides a comprehensive and efficient public library service and responds to our community's needs.

Our trained, frontline library staff are people-focused, responding to these unique needs by developing, providing and offering:



EDUCATION & ENTERTAINMENT



SUPPORT FOR FAMILIES & SENIORS



CONNECTION



ECONOMIC DEVELOPMENT



CREATION

supporting municipal priorities

The library's mission is to share knowledge, foster community, and enrich lives.

THE LIBRARY:

STRENGTHENS PROGRAMS FOR RESIDENTS & VISITORS

CREATES A "SENSE OF COMMUNITY"

SUPPORTS COLLABORATION & MUNICIPAL PARTNERSHIP

IS PART OF AN APPEALING AND AFFORDABLE COMMUNITY

Recent accomplishments

- Community Needs Assessment
- new strategic plan
- second floor update
- growing Storytime & early literacy partners
- Library After Dark concert
- Lanark Lit Festival
- Express collection



"Your songs and stories are such a special part of what you bring — they truly make a meaningful impact on our early learners. The way you engage the children helps spark a love of reading and learning right from the start, and that's so valuable at this stage."

—Sr. John Kindergarten Team





Goals for 2026-2027

Everyone in our community feels welcome when they visit the library.
Build staff capacity and inclusive library programs and collections.

The Library is a safe and well-maintained place.
Invest in the Library's physical infrastructure

Everyone in our community is aware of the services of the library.
Raise our profile and change perceptions of the library by informing residents, elected officials, and community organizations about who we are and what we do.

People feel connected to the library and have an improved quality of life.
The library is a hub for social connections and offers programs that meet our community's needs.

Visiting the library online is as accessible and welcoming as visiting the library in-person
Transform the library's digital presence to meet the needs of 21st century digital citizens

visit www.perthunionlibrary.ca to see our full new strategic plan

municipal contribution



\$38.07
 per person



\$71.26
 per household

average cost across DNE, Perth, and TVT, based on 2021 census population numbers

**In 2025,
our community members
visited the library
over 81,000 times
to attend programs,
use computers &
meeting rooms,
and borrow
over 149,000 books,
eBooks, and more**

You are always welcome here
and we can't wait to see you!



questions?

Erika Heesen, CEO/Chief Librarian
613-267-1224
eheesen@perthunionlibrary.ca

Request for Delegation to the COW that considers the Maberly Pines Proposal (Presenter: Frank Johnson)

The concerns expressed in this delegation address the following:

1. General Issues

Our document entitled [Maberly Pines Critical Issues](#) raised the following significant areas:

- a. Cost Estimates and Financial Risk.
- b. Second or third rounds of “Development Charges”?
- c. Property Value Assumptions.
- d. Long-term Township liability, which already total over \$2million.
- e. Hydrogeological concerns. These were raised in 2022 but never answered.
- f. Environmental concerns. These will be addressed in a separate request for delegation from our Lake Steward.

2. Legal Concerns

Our document entitled [Maberly Pines Legal Concerns](#) raised the following significant areas:

1. Township liability arising from predecessor townships’ failure to enforce developer obligations.
2. The Township’s liability for PURs
3. The legal position of Maberly Pines Property Owners
4. The legal position of owners in the adjacent subdivisions
5. The exposure of the Township to actions for negligence
6. The risks and benefits of the proposed June 2026 approval timeline
7. Key legal questions that require answers before any approval is granted.

3. LCB Durability.

The proposal is for “Low-Cost Bitumen” to be applied to the road surface in 2027. However, a core assumption of the proposal is that there will be four major dwelling construction projects each year for the next ten years.

The impact of this amount of construction traffic each year on the “Low-Cost Bitumen” needs to be considered. Quite simply, LCB is not designed for construction traffic. Considerable maintenance will be required as a direct result.

A full engineering report is requested to permit informed decision making.

4. Electrical Service Capacity and Duplication

At the information session it was revealed that the current capacity available is sufficient for only ten properties. Publicly available data is [low resolution](#), but direct contact with the systems engineers at HydroOne can be made via 1(888)664-9376.

A full disclosure is needed of the capacity of the Hydro One high voltage lines that feed Maberly Pines and surrounding districts, together with proposals and costs for expansion to

achieve the target build in the project as well as the impact on development in adjacent areas.

Further to these concerns there is an unresolved question about why properties with existing hydro service need to pay for a further development charge. And why owners of multiple lots need to subscribe to multiple development charges even though the lots are maintained for natural habitat and not development.

5. Further Actions Required

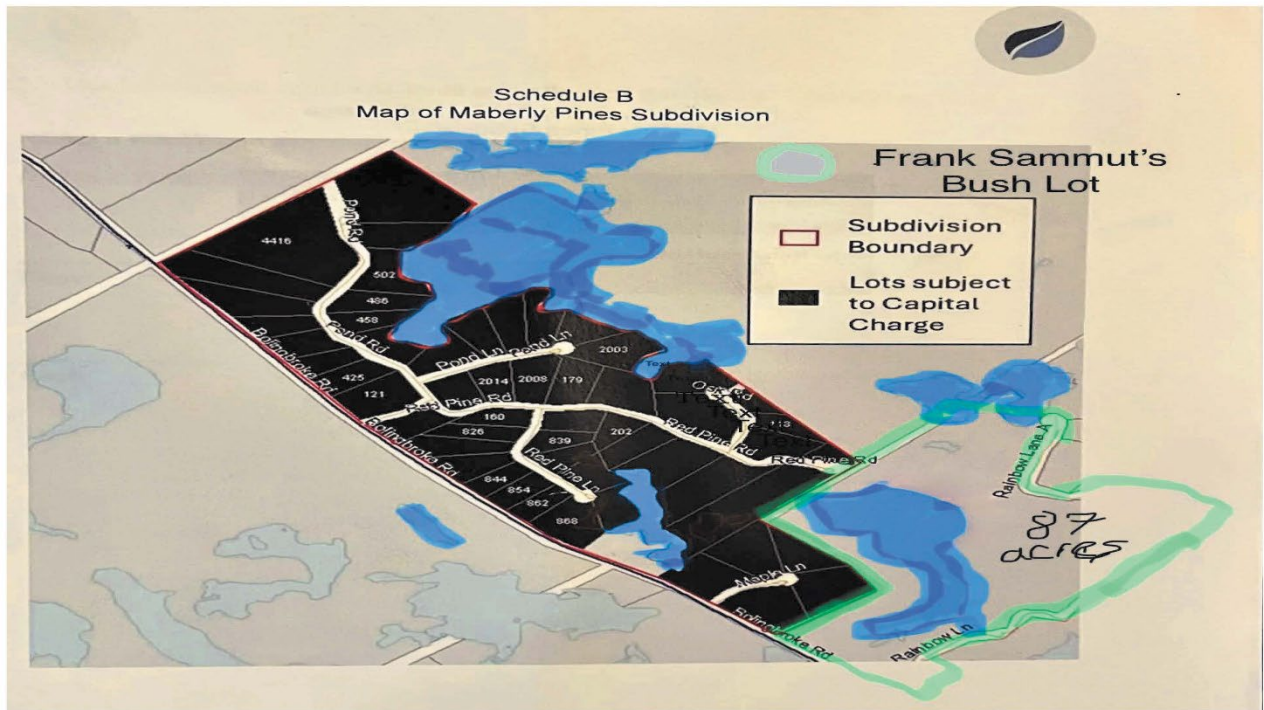
The following issues should be addressed to enable Council to make a well-informed decision and avoid concerted opposition:

1. Address the hydrogeological gap to demonstrate due diligence.
2. Ensure full transparency on finances.
3. Resolve the Security Lot issue.
4. State the Township's motivation clearly.
5. Directly address the Working Group's recommendations.
6. Ensure that all delegations are noted and responded to fully.
7. Address the conflict of construction and road completion.
8. Extend the timeline for adequate consultation.
9. Be prepared to consider alternate resolutions to the issues.

Maberly Pines Delegation

Dr. Frank Sammut

My Adjacent Property 87 Acres
With a 30 Acre Pond



Satellite Image

Frank's Lake. 30 acres



Frank's Lake, 30 acres



South Basin



North Basin



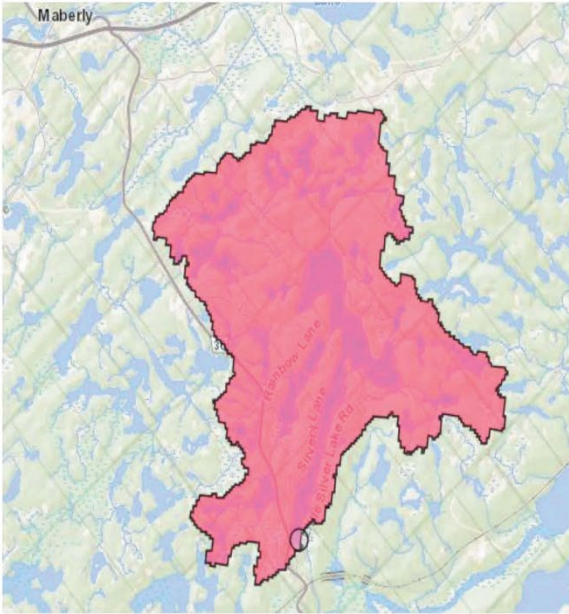


Figure 1 Area of LSARL watershed

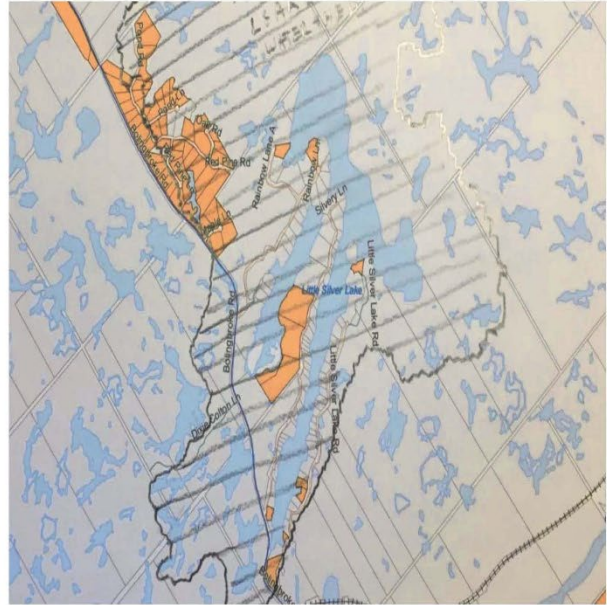


Figure 3 Vacant/ development lots in the LSARL Watershed



RVCA Water Quality Update: Little Silver & Rainbow

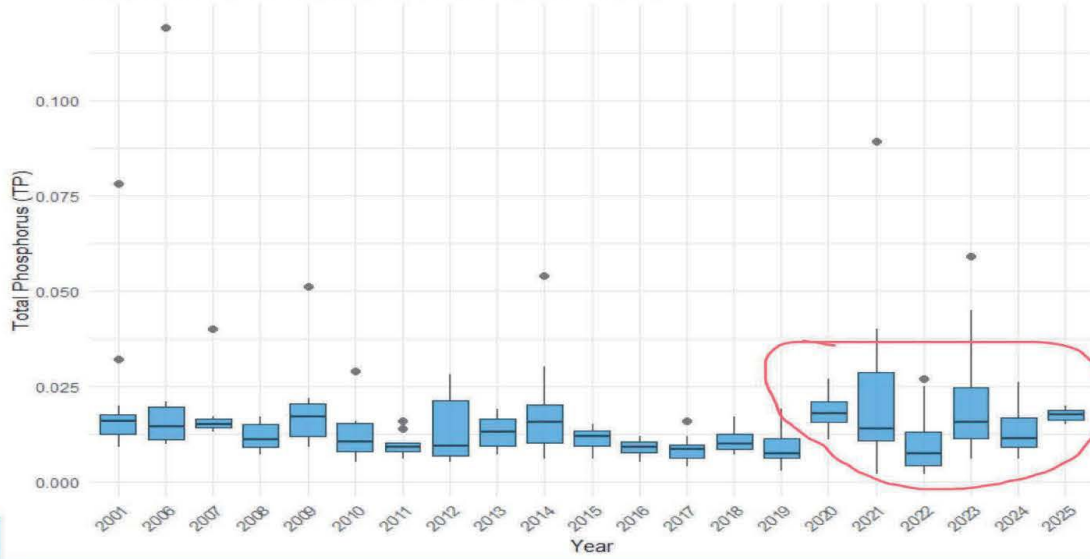
Little Silver & Rainbow Lakes AGM
July 5th, 2024 – Maberly, ON

Haley Matschke – Surface Water Quality Coordinator



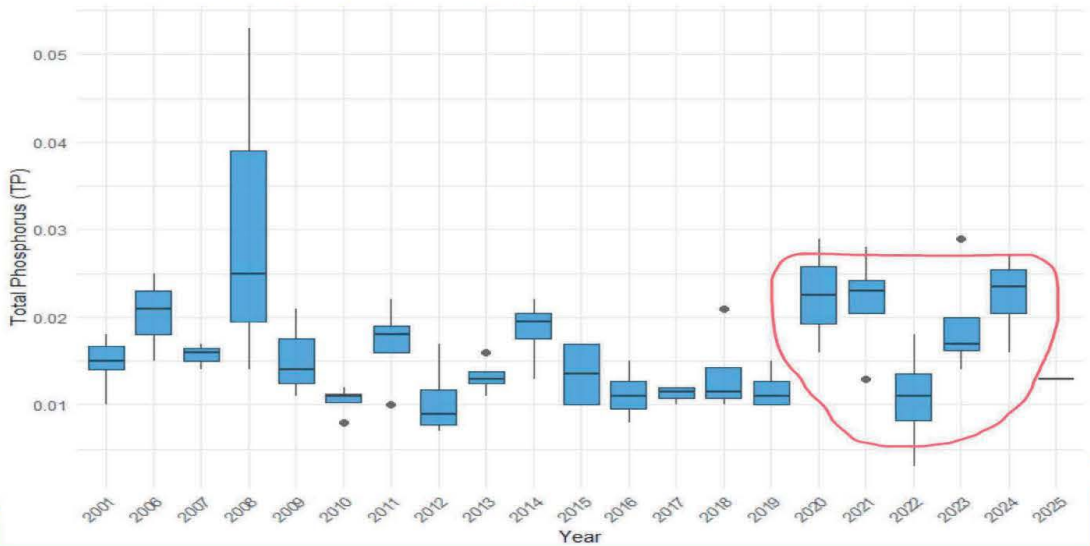
Deep Point Trends – TP

Annual TP Distribution at LittleSilverLakeDP1 & DP3



Deep Point Trends – TP, Rainbow Lake

Annual TP Distribution at RainbowLakeDP1



Nearshore Conditions – Guideline Exceedances

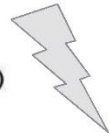
• Little Silver

- Period on Record:
 - TP: 6/201 (~3%)
 - TKN: 0/201
 - E. coli: 0/201
- 2020 to 2024:
 - TP: 3/35 (~9%)
 - TKN: 1/35 (~3%)

25
Years

• Rainbow Lake

- Period on Record
 - TP: 12/61 (20%)
 - TKN: 0/61
 - E. coli: 0/61
- 2020-2024
 - TP: 5/10 (50%)
 - TKN: 9/10 (90%)



Final Thoughts

- Water Quality conditions in Little Silver and Rainbow remain relatively consistent with historical conditions. Some shifts in recent years
- Low oxygen conditions, wetland headwaters, and shallow depths heavily influence the lake's condition
- Continuing to improve the lake's resiliency to impacts will be Essential to support it in its future



SOURCE WATER PROTECTION

Pilot study commissioned by FOCA

*Image credits:
Josh Feron – aerial photo of lakes
Frank Johnson – photomicrograph of diatom*



Diatom *Asterionella Formosa*. The health of the lakes is reflect in organisms such as this.

ABSTRACT

This report examines the sources of drinking water for properties around the Little Silver and Rainbow Lakes and suggests a number of actions to be taken to protect them.

LSARL Property Owners Association 2026.

04 Dec 2025 First Draft
15 Dec 2025 Rev A.
17 Dec 2025 Rev B.
17 Dec 2025 Rev C.
24 Jan 2026 Rev D.
31 Jan 2026 Final

© LSARLPOA 2026

6.1 Effects of Climate change

This is unknown at the moment. Possible changes include a collapse of the lake ecosystem precipitated by loss of the dimictic turnover.

Increased temperatures and high phosphate levels appear to be promoting weed growth.

Aquifer levels are known to be declining across the province. This watershed is no exception, and is considered "highly vulnerable".

Wildfires in the area could easily introduce considerable potash which will raise lake acidity and ~~destroy the lake~~ as we know it (as well as the environs). Wildfire prevalence is increasing rapidly, and the overall effect on lake ecosystems is highly complex. Every day brings new reports of climate induced disasters and urgent action is required at all levels to mitigate climate change.

6.2 Change of Conservation Authority

We have benefitted from the diligence of the RVCA for many years. Any changes, such as those proposed by the Province in Bill 68, will detract from the quality and continuity of data on which monitoring depends. This is widely considered to be an exceedingly serious threat, motivation entirely by profit for developers and devoid of sense.

6.3 Road resurfacing in general

Cottage roads in this area are all unpaved. A change to this would change the runoff, introduce heavy bitumen contamination to the water sources and increased sunlight absorption would contribute to the other changes anticipated from climate change.

6.4 Development plans for MP

Not only would ground water use increase, stressing the aquifer, but also the lake capacity would be seriously challenged.

9.4 Blumetric Hydrogeology Report and comments

During the consideration of the development of Maberly Pines a Hydrogeological survey was commissioned by Tay Valley Township. A copy of the full report may be found [here](#). Discussion and quotations from the report are given in Section 4.3. The conclusion there is that water from MP subdivision will very probably work its way into the aquifer or downstream into the lakes. The LCM confirmed the latter conclusion. One further reservation about the report was the capacity of the ground water for installation of a further 48 wells, and the eventual effect of leaching of septic systems into the rest of the watershed. It was felt at the time of the report's release that the testing method, which used a very few existing wells, could not determine what would happen if all 56 lots were fully developed as year-round residences, all drawing on the aquifer.

The report did recommend however ([page 31](#)) that a database be initiated and maintained for the development by TVT that includes well records, pumping test data and well water quality analysis. The data should be reviewed by a licenced hydrogeologist on a biannual basis to ensure the ongoing sustainability of development on private wells with the subdivision.

It is not known whether this has been implemented by the Township.

Maberly Pines proposed Roads

A typical low-cost approach is:

1. gravel base,
2. sprayed bitumen emulsion,
3. stone chips rolled into the surface.

That can cost substantially less than full hot-mix asphalt — often 30–50% cheaper upfront. Green Building Canada +1

However, municipalities in Ontario often require:

- engineered roadbeds,
- proper drainage,
- heavier asphalt standards,
- eventual top-course paving before final acceptance.

That's because cheaper bitumen systems:

- have shorter lifespans,
- can shed loose stone,
- develop potholes faster under freeze-thaw cycles,
- struggle with heavy traffic and garbage trucks. Green Building Canada +2

For environmentally sensitive bedrock areas like parts of eastern Ontario, road cost can rise sharply because blasting, drainage control, and stormwater systems matter more than the asphalt itself.

One thing many residents miss in subdivision proposals: the real long-term cost is often not the initial paving — it's:

- maintenance,
- culverts,
- stormwater infrastructure,
- eventual resurfacing every 10–20 years.

Is it harmful to the environment..?

Yes — bitumen-based subdivision roads can have environmental impacts, especially in sensitive rural and bedrock areas with wetlands, ponds, creeks, and shallow groundwater.

Some of the main concerns are:

- **Petroleum runoff:**
Bitumen contains petroleum compounds. Small amounts of oils, hydrocarbons, and fine particles can wash off roads during rain and snowmelt into ditches, ponds, and lakes.
- **Salt and contaminant transport:**
Once a paved road exists, it usually brings:
 - road salt,
 - fuel drips,
 - tire particles,
 - brake dust,
 - fertilizers and pesticides from lawns.Hard road surfaces speed these contaminants toward waterways instead of allowing slow natural absorption.
- **Increased runoff:**
Forest and soil absorb water naturally. Roads create hard surfaces that increase:
 - faster drainage,
 - erosion,
 - flashier creek flows,
 - sediment movement into ponds and lakes.

- **Heat effects:**
Dark asphalt/bitumen surfaces absorb heat, warming runoff water. That can affect fish, amphibians, and aquatic ecosystems in small ponds and creeks.
- **Construction impacts:**
In shallow bedrock areas, road building may require:
 - blasting,
 - ditching,
 - rock cutting,
 - wetland alteration.
 Those activities can permanently change groundwater movement.

In eastern Ontario's Canadian Shield-type terrain, environmental concerns are often greater because:

- soils are thin,
- groundwater is close to surface,
- drainage systems are interconnected,
- pollutants move quickly through fractured bedrock.

That does not automatically mean a subdivision will cause serious damage — but it is why conservation authorities and municipalities often require:

- stormwater studies,
- hydrogeological studies,
- environmental impact studies,
- phosphorus management plans,
- engineered drainage systems.

grey water harmful to lakes



Yes, greywater—wastewater from sinks, showers, and laundry—is harmful to lakes. It contains nutrients, pathogens, toxic chemicals, and microplastics that degrade water quality, stimulate algae blooms, and harm aquatic life. Even biodegradable soap can introduce excessive nutrients like phosphorus, causing eutrophication. Watersheds Canada +5

- **Nutrient Loading:** High levels of phosphorus and nitrogen trigger excessive algae growth, reducing oxygen levels for fish and other organisms.
- **Pathogens:** Greywater can contain bacteria, viruses, and fecal matter (especially from laundry), which can transmit diseases.
- **Chemical Pollution:** Soaps, detergents, cleaners, and oils can be toxic, inhibit plant growth, and disrupt photosynthesis in aquatic ecosystems.
- **Microplastics:** Laundry greywater releases synthetic fibers (microplastics) into aquatic food

3 of 20

Many concerns voiced

TVT joins many opposing ALTO

BY SCOTT CARMICHAEL

Tay Valley township is the latest municipality in Eastern Ontario to pass a motion opposing the Alto high-speed rail project, doing so at the April 21 regular council meeting.

The resolution, moved by Bathurst Ward Councillor Marilyn Thomas and seconded by Deputy Reeve Fred Dobbie, cites "the overwhelmingly negative and virtually irreversible environmental, social, and economic impacts within rural areas to be transected by a high-speed rail line," as the primary reasons that council "formally opposes Alto."

The Township "lies over thin soils and highly fractured bedrock, and therefore aquifers which are highly vulnerable to contamination... Therefore council is concerned about the potential impacts of ALTO on residents' wells and septic systems," states the motion, also stating the municipality is "within a biologically rich, ecologically mixed zone between the Canadian Shield and St. Lawrence Lowlands, and within the UNESCO-designated Frontenac Arch Biosphere Reserve," with a "rich aquatic natural heritage..."

Council expressed concerns that

the high-speed rail network "would impede animal migration, negatively impact species at risk, and negatively impact the ecological integrity of lands and waters...including woodlands and wetlands."

Potential impacts on local and regional agriculture are also mentioned, referring to the Township's "rich farming heritage," and "irreplaceable farmlands that must be protected from development..."

Price tag

Fiscal implications for the high-speed rail endeavour – with a price tag currently pegged at between \$60 billion and \$90 billion, with construction of the first phase linking Montreal and Ottawa set to kick off in 2029 or 2030 – also raised a red flag for council.

In that vein, they pointed to "the massive projected financial cost to construct ALTO, and the likely potential for high cost overruns," as well as the possibility that "maintenance and other costs associated with ALTO... new bridges, longer plow routes due to dead-ended roads, or additional emergency services to deal with issues from high-speed trains, may be downloaded to or increased for municipalities."

Instead, council urged the federal government to divert the "planned spending on ALTO...to improving existing passenger rail service and other forms of public transportation, and to investing in other areas of public interest (e.g., health care, education, long-term care, social security)."

Alto's impact "on the electrical grid and electricity supply," is also mentioned in the motion, given that the project's "source of supply is unclear."

Minimal staff

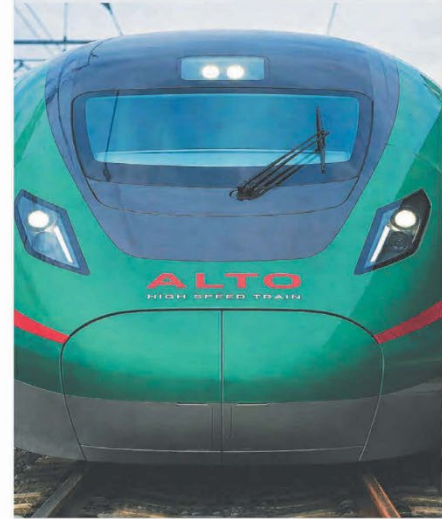
As well council is "concerned about the possible non-staffing of ALTO trains, the reality of which would pose heightened safety risks especially for women, children, and the elderly."

Municipal representatives are also skeptical of Prime Minister Mark Carney's claim that the high-speed rail project is a "nation-building" initiative.

"Rural areas would realize virtually no benefits from ALTO passing through their lands, and as a result ALTO would sharpen the urban-rural divide which would be the opposite of a purported 'nation-building' project," states the motion.

A copy of the resolution will be sent to the Prime Minister; Minister of Transportation Steve MacKinnon; Minister of Agriculture and Agri-Food Heath MacDonald; Ontario Premier Doug Ford; Lanark-Frontenac MP Scott Reid; Lanark-Frontenac-Kingston MPP John Jordan; Alto President and CEO Martin Imbleau; Lanark County Warden Richard Kidd; Perth Mayor Judy Brown; Drummond/North Emsley Township Reeve Steve Fournier; and Lanark Highlands Reeve Peter McLaren.

Expensive !!



THE RAIL consortium ALTO is without many photos of their high-speed train, but this computer rendering comes close to what the engine will look like.

TVT joins many opposing ALTO

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From: Richard Mosley

Sent: May 26, 2026 11:08 PM

To: TVT CAO <cao@tayvalleytwp.ca>

Subject: RE: Request for Delegation to the upcoming COW meeting for discussion of the Maberly Pines proposal

Ms. Mabo,

For greater certainty, the essence of my delegation would be the following.

As a property owner on Little Silver Lake since January 1980, I have serious concerns that the plan to encourage further development of the Maberly Pines subdivision will have an adverse effect on the value of my property. These concerns stem from the impact the development will have on both the quality of the surface water in Little Silver Lake and the adequacy of the ground water in the underlying aquifer.

In my view, the quality of the water in Little Silver Lake has deteriorated since South Sherbrooke Township, predecessor to Tay Valley Township, permitted the construction of a dam to block the outflow of water from what was previously known as "Mud Lake" and renamed as Rainbow Lake for development purposes. Little Silver Lake is not as clear as it was prior to the construction of the dam. And there has been a steady expansion of weed growth along the shoreline. Both are factors which make properties along the shores of the lake less desirable.

The quality and quantity of the ground water now available to our well may now be at risk from the build out of the fifty or so properties in Maberly Pines. Whether that will occur or not requires adequate research and monitoring of the aquifer's depth. To my knowledge, the only hydrogeological review conducted in the Maberly Pines subdivision was that conducted by BluMetric in 2022 based on samples drawn from one well. It is clear from the BluMetric study and other information readily available to the Township that the affected properties in Maberly Pines and the adjacent areas are all reliant on the same underlying ground water sources.

To move ahead with approval of the proposal to encourage development of Maberly Pines without adequate study of the potential adverse impacts would be negligent and puts the value of my property at risk.

Richard Mosley

PRIORITY ISSUES

COMMITTEE OF THE WHOLE MEETING
June 2nd, 2026

Report #CAO-2026-17
Amanda Mabo, Chief Administrative Officer/Clerk

MABERLY PINES SUBDIVISION – CAPITAL CHARGE UPDATE AND NEXT STEPS

STAFF RECOMMENDATION(S)

It is recommended:

“THAT, Tender #2025-PW-004 for the Maberly Pines Subdivision - Road Work be awarded to Crains’ Construction Ltd. to complete the brushing and road base work in 2026 and the surface treatment in 2027 for the Maberly Pines Subdivision;

THAT, the roads within the Maberly Pines Subdivision be assumed once the brushing and road base work is completed for the Maberly Pines Subdivision;

AND THAT, once the costs for the work are known, a capital charge under Part XII of the *Municipal Act, 2001*, be applied to the benefiting properties.”

It is recommended:

“THAT, staff be authorized to notify Hydro One to proceed with the Maberly Pines Subdivision – Completion Project as outlined in Report #CAO-2026-17.”

BACKGROUND

The Maberly Pines Subdivision is an older subdivision that dates back to the late 1970’s/early 1980’s that was never completed by the developer. A number of capital works are still outstanding, including bringing the roads up to a municipal standard so that they can be assumed and maintained by the Township, hydro design and servicing, and fire suppression.

As new subdivisions develop, typically the developer constructs internal local roads and associated hydro for the benefiting properties. In addition, depending on the location of the subdivision, fire suppression supply is required by way of hydrants or water tanks. The works completed and paid for by the developer are eventually assumed by the Township to operate, maintain and eventually replace.

In the Maberly Pines subdivision, there is no longer one developer to undertake the outstanding works. As such, in order to complete the subdivision works, the Township is proposing to undertake the works and recover the capital costs through charges imposed under the authority of the *Municipal Act, 2001* for the Maberly Pines subdivision benefitting properties.

By completing the works, the roads would then be assumed and maintained by the Township. The roads would no longer be private unassumed roads, and road access agreements and the associated insurance, would no longer be required. Individual property owners would no longer have liability with regards to the maintenance of the roads. In addition, because the Municipality is dealing directly with Hydro One rather than individual property owners dealing with Hydro One, hydro is available in the subdivision for the design cost of \$5,000*. However, if individual properties were to install hydro this would cost on average \$11,000/pole plus hookup costs.

**If 49 lots install hydro within a 10-year period – see below for further information on this.*

The subdivision contains a total of fifty-six (56) lots, of which ten (10) are already developed and the balance vacant. At least two (2) of those lots will not benefit from the capital works as their only access is from the County Road. Therefore, there are fifty-four (54) benefitting properties.

Milestones to Date

Project Approval to Investigate Options	December 2023
- as part of the 2024 Budget Process	
Project Initiation	July 2024
- consultant and staff reviewed options	
Project Findings Overview to Council	August 27, 2024
Council Direction	August 27, 2024
- to proceed with obtaining feedback on the capital charge option and hold a public information session for Maberly Pines property owners	
Letter to Affected Property Owners	September 5, 2024
Public Information Session	October 2, 2024
Initiated Update Emails to Property Owners	October 30, 2024
Report to Council	November 5, 2024
Hydro Application Submitted	December 19, 2024 (week of)
Tender for Road Works Issued	February 19, 2025
Hydro Field Work Undertaken	Late September 2025
Information from Hydro	March 31, 2026
Property Owner Information Session	May 13, 2026
Report to Council	June 2, 2026

After the first Information Session property owners seemed to be on board with the concept of the proposal but had the following three requests:

- want more of a guarantee of the costs before a final decision is made by Council on whether to proceed or not;

- would like the project to occur now (2024) as opposed to 2027 not only to keep costs down but so that the capital works can be completed and assumed by the Township sooner; and
- property owners want to be kept informed at every step of the process.

DISCUSSION

After a lengthy wait for the Hydro One application process to be undertaken by Hydro One, the Township is now in a position to provide an update and present a path forward.

The property owners in the Maberly Pines subdivision were invited to attend a Property Owner Information Session on May 13th, 2026 where an earlier draft version of this report was presented and the property owners were provided an opportunity to ask questions and provide comments. Additionally, comments and questions were received after the Information Session from not only the property owners in the subdivision but other property owners in the Township. This report has been updated to respond to the comments and questions received.

Environmental Impact

In 2021 when development interest peaked in the Township, and specifically in the Maberly Pines subdivision, due to people seeking to telecommute or simply get out of cities to have more room outside during the lockdowns of the pandemic, this led to a request by the Township for a review of the subdivision agreement by the Rideau Valley Conservation Authority (RVCA) as well as a review of the background material supplied to support the subdivision. The environmental review conducted in the late 1970s was determined to provide incomplete verification of the principle of development (ie. that there is suitable water quality and quantity available and sufficient nitrate dilution capacity). Therefore, the RVCA and Township solicitor recommended initiating a zoning by-law amendment to place a Holding Zone on the undeveloped lots in the Maberly Pines subdivision until the Township determined how development could proceed.

In 2021, BlueMetric conducted a review of the hydrogeological features, including obtaining ground water samples from the existing wells for laboratory analysis and research of well records in the area for flow data in order to determine a private servicing layout to identify the location of the dwelling, well and septic for each vacant lot. The review determined that “the subject property is suitable for development as a residential subdivision at the proposed density, if future development incorporates alternatives for wastewater treatment at lots that are not suitable for conventional systems”. A Lot Servicing Plan that provides details on which lots are capable of using conventional septic systems, which lots are recommended to use composting toilets, and which should use Tertiary Treatment Systems due to the steep slopes on the lot was also prepared. All of which was peer reviewed by RVCA.

In summary, the work undertaken for the Hydrogeological Report has confirmed that the lots in the Maberly Pines subdivision can be developed safely, without impacting each other’s wells and septic systems and without impacting the surrounding watershed.

Discussion with the RVCA hydrogeologist ruled out any concern that development of the Maberly Pines properties would have an impact on the properties on Little Silver and Rainbow Lakes to the south, because of the distance between the subdivision lots.

The work by BlueMetric was funded as follows:

Hydrogeological Report	\$31,636.46
Sale of Lot 14	(\$7,863.45)
Sale of Lot 37	(\$8,917.79)
Sale of Lot 44	(\$11,244.88)
Funded from Contingency Reserve	\$3,610.34

Fire Suppression - \$0

The Fire Department undertook a review of the fire protection water sources for the proposed development in the Maberly Pines Subdivision.

There are a few options already available:

- Deacons Bridge Dry Hydrant - 4.8 km away
- Maberly Hamlet Dry Hydrant - 4 km away
- Fire Hall Storage Tank - 3.9 km away

As a result, the Fire Department will have adequate sites available to access water and will not need a new site for the proposed development.

Road Work - \$475,817

The tender for the road work, which was shared with property owners, was let in February 2025 and included the following work:

- removal of vegetation on and along the roadway to the edge of the road allowance
- supply and application of gravel
- apply double surface treatment, which will be the driving surface of the road

Three bids were received; Crains' Construction was the low bid in the amount of \$417,888.25. A summary of the bids is below:

Company	Tender Price
Crains' Construction	\$417,888.25
Arnott Brothers Construction	\$438,475.75
Goldie Mohr Ltd.	\$457,000.00

A further breakdown of the costing is below:

ITEM	COST
Tendered Cost	\$417,888.25
10% Contingency	\$41,788.83
Non-Rebated H.S.T (1.76%)	\$8,090.32
Total Project Cost	\$467,767.39
Estimated Amount	\$478,800.00
Surplus/(Deficit)	\$11,032.61

Although the bids were received a year ago, the contractor is willing to hold their price for completion of the work this Summer/Fall, subject to adjusting for rising fuel prices. Using the Ministry of Transportation's and Lanark County's Fuel Indexing, this adds approximately \$8,000 to the original bid price.

Below is an updated pricing table.

ITEM	COST
Tendered Cost (+ Fuel Index)	\$425,079.40
10% Contingency	\$ 42,507.94
Non-Rebated H.S.T (1.76%)	\$ 8,229.54
Total Project Cost	\$475,816.88

Low Class Bituminous (LCB), often referred to as "tar and chip" or surface-treatment is used in a subdivision over standard gravel to reduce long-term maintenance costs, minimize airborne dust, and improve year-round accessibility and property values.

- **Dust Control and Cleanliness:** Gravel roads produce significant dust from passing vehicles, requiring annual treatments of calcium chloride as a dust suppressant. LCB completely eliminates this issue.
- **Reduced Long-Term Maintenance:** While gravel is cheaper to install, it degrades with traffic, grading and snow removal. It requires frequent grading, and the purchase of maintenance aggregate. LCB surfaces, though they need occasional resealing, have lower long-term maintenance frequency.
- **Preventing "Frost Heave":** All roads in the Township are susceptible to frost heave. Each spring, the Township implements reduced load restrictions to prevent road damage while the frost exits the road base.
- **Resident Satisfaction:** Homeowners generally prefer paved surfaces because they eliminate mud tracked into driveways, reduce vehicle damage (such as cracked windshields from flying gravel), and support higher property values.
- **Environment:** LCB Roads are considerably more environmentally friendly versus a typical High-cost Bituminous Road (HCB) as it reduces energy consumption by 50%, GHG by 51% and reduces raw materials by 49%. Link: [About Chip Seal Pavement Treatments | RoadResource](#)

- No rock blasting or deep excavation is required as the road base for the roads were constructed when the subdivision was started.
- The Township uses a very low amount of salt during winter operations (5% salt, 95% sand) and the same mix is used for gravel or paved roads. All of the Township's plow trucks have state-of-the-art technology that applies the material at a set rate based on wheel speed and the spreading units are calibrated each Fall.
- Runoff will be absorbed in roadside ditches, considered to be a form of green infrastructure.

Hydro Design - \$5,000

The Hydro application was submitted in December 2024. The field work was completed the last week of September 2025.

If any part of the project goes ahead, this will become part of the capital charge. If the project does not go ahead, it will be funded from reserves.

Hydro Installation - \$170,644 (to be explained)

In order to lay the groundwork for property owners to connect to hydro the estimated expansion and servicing work is \$836,156.54. This cost will be borne by Hydro One subject to a number of factors.

- Expansion Deposit – The expansion deposit of \$836,156.54 would need to be provided upfront as a security deposit to protect the Hydro One investment until the actual connection of the homes, and the expected load (and revenue) materializes. The Township would provide this in the form of a letter of credit.
- Connection Period – The estimate is based on a 10-year connection period. The expansion deposit would be returned annually as the homes connect. The 10-year start is from the date the main system is energized by Hydro One.
- Potential Additional Costs
 - Easements – If the line location changes or property owners are not willing to sign easements an alternate route may need to be considered. Easements may be required for the anchors for the poles.
 - Material – If easements cannot be obtained there may need to be higher poles, more poles, etc.
 - Site Conditions – Site conditions may require changes to pre-work (ie. rock)
- Revenues to Hydro – Revenue projections may shift if not all of the properties connect within the 10 years or will be reduced if some properties are seasonal. This will affect whether the Township gets all of the security deposit back.
 - The estimate is based on 49 connections.
 - The Planner has reviewed each lot and determined that all of the remaining lots are developable. There is only one that is a seasonal property and is not yet connected to Hydro.

Should the project move forward, the design will need to be reviewed for any changes to the original assumptions, and a final design and cost estimate will be completed. The roads must be within 6 inches of final grade for this updated estimate.

The Township is not anticipating that the estimate will change substantially. However, to be conservative, the Township has estimated that only 39 homes will connect to Hydro in the next 10-years (3.9 homes/year). For those homes that do not connect, Hydro One keeps the security deposit to replace the lost revenue for their investment in the infrastructure. The cost of 10 properties not hooking into hydro within the 10-year timeframe is estimated at \$170,644.

Note: The estimate includes only costs for work within the subdivision. Any required upgrades or expansions to upstream hydro infrastructure would be undertaken and funded by Hydro One.

Any upgrade requirements for additional lots outside the subdivision will be assessed at the time of a connection request with cost allocation determined in accordance with applicable Hydro One policies:

- For residential customers located along an existing line, responsibility is limited to costs directly associated with their service connection, while any upstream upgrades are funded by Hydro One.
- Where a customer is not located along the existing line, they would be responsible for costs to extend the line to their property. Any required system upgrades upstream would again be funded by Hydro One.
- For non-residential services, a System Impact Assessment is required to determine if contributions beyond standard connection costs apply.

If all 49 properties were to connect to hydro in the 10-year time period, Hydro One pays the entire project cost. There would be no cost to the property owner.

Miscellaneous - \$20,000

A surveyor will need to locate and mark the existing survey bars marking out the roads and property lines. Legal counsel will need to be engaged to review the contract with Hydro One, register the easements, register the by-laws, etc.

New Sand Shed - \$0

Once constructed and assumed by the Township, the roads within the Maberly Pines Subdivision will need to be maintained. The Township has determined that this could be accomplished in-house using existing equipment and staffing resources by changing a couple of plow routes to accommodate these roads if a new sand dome is built in Maberly. The sand dome would be built on Township lands on the other side of Maberly Community Park and be mostly funded by Development Charges. A subsequent report regarding the sand shed project will be brought back to Council.

In the meantime, staff will explore retaining a contractor to maintain the road this winter once they are assumed by the Township.

FINANCIAL CONSIDERATIONS

The Municipal Act, Part XII, provides municipalities with broad powers to impose fees and charges for both operating and capital purposes, on developed and undeveloped properties.

Property Owner Cost

The estimated cost to complete the works is \$671,461 split between fifty-four (54) benefiting properties or \$12,434 per property.

Item	Estimated Cost
Road Work	\$475,817
Hydro Design	\$5,000
Hydro Installation	\$170,644
Miscellaneous - Surveyor, Legal, etc.	\$20,000
Total Project Cost:	\$671,461
Cost per Property (54 benefiting properties)	\$12,434

The final cost will not be known until the project is complete – hydro installed and road works. As a result, a capital charge by-law would be adopted at two separate times.

Capital Charge #1 (after roads complete) = \$9,275 (over 10 years, an annual payment of \$927)

Capital Charge #2 (after hydro complete) = \$3,160 (over 5 years, an annual payment of \$632)

Each property owner will have the option to pay the amount in one lump sum or an option to make payments over a number of years, up to ten (10) years. It is estimated that the first capital charge would occur in late 2027 or early 2028 with the second charge occurring sometime after 2038.

Note: Alternate property owner cost calculations were completed based on scenarios where either no lots were developed in the ten years, and if only half of the lots were developed in the ten years. These calculations can be found in the attachments to this report.

Property Owner Return on Investment

By installing Hydro infrastructure and paving the roads in the subdivision, property values will increase, it will attract development of the lots, and improve the livability, safety and access of the subdivision. It will also remove the need to obtain a road access agreement and the corresponding insurance and remove the property owner’s liability with regards to maintaining a private unassumed road.

Township Cost

Staff time to undertake this project.

Township Return on Investment

The Township could see increased assessment growth resulting from housing developments, which in return would be increased taxation revenue. It would also show the Province the Township's intentions of growth and housing targets.

A forecast of the assessment and taxation revenue is provided in the Attachments.

OPTIONS FOR CONSIDERATION

Option #1 – Recommended: Approve the Project – Roads and Hydro

Next Steps in 2026:

- hold Committee of the Whole and Council meeting to approve the project and inform Hydro One
- at same Committee of the Whole and Council meetings award the Road Work tender and obtain a construction start date in 2026 for the brushing and road base work
- Township to assume road once brushing and road base work are completed, this would allow the Township to inspect the road base performance over the course of a Spring thaw and correct any deficiencies prior to surface treatment, as would occur in current subdivision developments
- design and tender the construction of a sand dome in Maberly so that existing equipment and staff resources could be utilized
- in 2027 the road would be surface treated
- in 2027 once all capital works are complete, letters would be mailed to property owners outlining final costs and payment options
- by-law to approve capital charge to Council, late 2027/early 2028
- the Township will continue to update Maberly Pines Subdivision property owners at every milestone of the process
- after the 10-year timeframe for properties to connect to hydro, obtain a final report from Hydro One on the remaining Expansion Deposit
- should there be a balance, by-law to approve capital charge for remaining Expansion Deposit

Option #2 – Approve Only the Road Work

- award the road work tender and obtain a construction start date in 2026 for the brushing and road base work
- Township to assume road once brushing and road base work are completed, this would allow the Township to inspect the road base performance over the course of a Spring thaw and correct any deficiencies prior to surface treatment, as would occur in current subdivision development
- In 2027 design and tender the construction of a sand dome in Maberly so that existing equipment and staff resources could be utilized
- in 2027 the road would be surface treated
- in 2027 once all capital works are complete, letters would be mailed to property owners outlining final costs and payment options
- by-law to approve capital charge to Council, late 2027/early 2028
- the Township will continue to update Maberly Pines Subdivision property owners at every milestone of the process

Option #3 – Council Suggest Alternatives

Option #4 – Do Nothing

This option is not recommended.

Without the Township completing the outstanding capital works, the subdivision will remain unfinished. This is not ideal as the majority of the lots will remain undeveloped and those that do develop will be required to enter into road access agreements, obtain and pay annual insurance, be responsible for maintenance and liability of the road, be responsible to obtain hydro which may be cost prohibitive, etc.

STRATEGIC PLAN LINK

Values

Respectful - Accountable - Future-Focused

Future-Focused - Striving for solutions and a vision for the community that is forward-thinking and innovative.

Economic Development

CLIMATE CONSIDERATIONS

Clustered development reduces Greenhouse gas emissions.

CONCLUSION

Proceeding with the project delivers long-term value by enabling hydro access, transferring road responsibility to the Township, and improving property usability, with costs that are reasonable and more economical than completing the works individually.

ATTACHMENTS

1. Township Return on Investment Calculation
2. Property Owner Cost – Alternative Calculations
3. Survey Results

Respectfully Submitted By:

Original signed.

**Amanda Mabo,
Chief Administrative Officer/Clerk**

Attachment - Township Return on Investment Calculation

MABERLY PINES SUBDIVISION

Scenario:

If the Township proceeds with hard surfacing and assuming the roads within the subdivision in the same or a subsequent year, the following outlines the Township's potential taxation revenue.

Assumptions:

- 1 The assessment of land remains the same with the completion of the roads and installation of hydro.
- 2 Four new homes are built each year with an assessment of \$250,000 added to the returned roll. This assessment could fluctuate depending on the new dwelling features (1 bedroom versus 2, etc.), so \$250,000 seems to be an average potential assessment.
- 3 Municipal Tax Rate increases by 2.0% per year (conservative).

	Land Assessment unchanged	Building Assessment Increase	Cumulative Assessment Increase	Municipal Tax Rate	Additional Municipal Tax	Total Revenue
Year 1		1,000,000	1,000,000	0.00585342	5,853	5,853
Year 2		1,000,000	2,000,000	0.00597049	11,941	11,941
Year 3		1,000,000	3,000,000	0.00608990	18,270	18,270
Year 4		1,000,000	4,000,000	0.00621170	24,847	24,847
Year 5		1,000,000	5,000,000	0.00633593	31,680	31,680
Year 6		1,000,000	6,000,000	0.00646265	38,776	38,776
Year 7		1,000,000	7,000,000	0.00659190	46,143	46,143
Year 8		1,000,000	8,000,000	0.00672374	53,790	53,790
Year 9		1,000,000	9,000,000	0.00685821	61,724	61,724
Year 10		1,000,000	10,000,000	0.00699538	69,954	69,954
Year 11		500,000	10,500,000	0.00713529	74,921	74,921
Year 12		500,000	11,000,000	0.00727799	80,058	80,058
Year 13		500,000	11,500,000	0.00742355	85,371	85,371
					603,327	603,327

Note: Following other road long term capital planning, these roads would be slotted into the 10-year capital plan to have micro surface, pavement preservation, and eventual replacement.

Property Owner Cost – Alternate Calculation #1 – No Lots Developed

The estimated cost to complete the works is \$1,336,973 split between fifty-four (54) benefiting properties or \$24,759 per property.

Item	Estimated Cost
Road Work	\$475,817
Hydro Design	\$5,000
Hydro Installation	\$836,156
Miscellaneous - Surveyor, Legal, etc.	\$20,000
Total Project Cost:	\$1,336,973
Cost per Property (54 benefiting properties)	\$24,759

Capital Charge #1 (after roads complete) = \$9,275 (over 10 years, an annual payment of \$927)

Capital Charge #2 (after hydro complete) = \$15,484 (over 10 years, an annual payment of \$1,585)

Property Owner Cost – Alternate Calculation #2 – Only Half the Properties Developed (25)

The estimated cost to complete the works is \$869,926 split between fifty-four (54) benefiting properties or \$16,110 per property.

Item	Estimated Cost
Road Work	\$475,817
Hydro Design	\$5,000
Hydro Installation	\$387,109
Miscellaneous - Surveyor, Legal, etc.	\$20,000
Total Project Cost:	\$869,926
Cost per Property (54 benefiting properties)	\$16,110

Capital Charge #1 (after roads complete) = \$9,275 (over 10 years, an annual payment of \$927)

Capital Charge #2 (after hydro complete) = \$7,169 (over 5 years, an annual payment of \$717)

Survey Results

Responses: 20

Q: Is your lot vacant?

A: Vacant - 65% or 37 responses
Developed – 35% or 7 responses

Q: Assuming the project goes forward (the roads are paved and hydro is installed), if your lot is vacant, do you plan to develop it in the next 10 years?

A: Yes – 15% or 3 responses
No – 65% or 13 responses

Q: If vacant, and you plan to develop it, what type of heating source do you plan to use? (propane, heat pump, woodstove, other)

A: Woodstove – 40% or 8 responses
Heat Pump – 5% or 1 response
Propane - 10% or 2 responses
Other – 45% or 9 responses (electric baseboard, campfire, not applicable)

Other Comments or Questions:

- It has been a frustrating experience awaiting the final outcome in the development of the MP subdivision.
- I'm not interested in hydro. I would welcome a road. We're using the property just for recreation.
- I would like road, no hydro.
- Our lot is already developed. We expressed our concerns in an email to the councillors - hydro should not be included in this plan - just roads.
- It sounds like you're building a subdivision but I don't see how a subdivision could go up, as all the properties along Pond Road (on the side of the pond) would all require holding tanks for both fresh water and sewage. We'd like more information on Hydro - the \$800,000 you're going to borrow, is there any cost to the property owners and, if so, if we're not planning to utilize Hydro, why would we be charged for it? What happens if 39 don't connect to hydro (develop their lots)?
- We disagree with paving the roads vs gravel because of the environmental impact of petroleum products on the biodiversity resulting from the delays in development. The lots were empty farmland and are now a richly biodiverse forest. The addition of the sand and gravel infrastructure development is not applicable to the the subject project. Finally, Hydro is not financially viable given the likely actual development of the properties in the subdivision
- I do not want the hydro Road idea is good Electrical is way too much risk for the residents I do not want it
- Can't wait to sell it. This has turned into a nightmare. At this point I have a potential buyer however due to the incredible amount of red tape and resistance from the township it has made selling it virtually impossible. I feel handcuffed to this property.
- I firmly believe the Hydro piece should be separate from the roads being assumed. I don't think it is prudent to put Hydro in for a bunch of vacant lots, nor is it fair for residents who

have already brought in Hydro to their properties. We are off grid solar so we are not interested in Hydro.

- I don't want hydro or the risk of financing others to have hydro
- Go ahead with the roads. Scrap the hydro. Nobody wants the potential cost involved with it.
- I understand the desire to increase the property tax revenue from potential development of the subdivision. This development seems to align with the Ontario Provincial government, but if there isn't a long lineup of requests for building permits, you are trying; "build it and they will come" on the backs of a small number of retired or rural residents. I have no need of the road improvements myself nor do I need electricity from Hydro One. I have had the lot for 9 years. It seems if someone bought a lot for say, \$10K, the amount of potential debt they are going to get if this does not work will be quite costly. I know one lot owner also bought a second adjacent lot in order to buffer from development of close neighbours so wouldn't develop their second lot. Not knowing how many building permits are waiting in the queue with Tay Valley Township, it is hard to make a solid judgement but this is large potential debt that could really impact owners negatively. Thanks for your kind attention and for trying to find the best solution for the situation at hand.
- Would prefer to see maple lane separated from the pines subdivision
- Would like to discuss all costs in more detail

COMMITTEE OF THE WHOLE
June 2, 2026

Report #PD-2026-08
Noelle Reeve, Planner

GENERAL AMENDMENTS TO THE COMPREHENSIVE ZONING BY-LAW 02-121

**ADDITIONAL RESIDENTIAL UNITS, MULTIPLE RESIDENTIAL ZONE, GROUP HOMES,
FLOODPLAIN, WATERFRONT, AGRITOURISM**

STAFF RECOMMENDATION(S)

It is recommended:

“THAT, the proposed amendments to Zoning By-Law 02-121 as outlined in Report #PD-2026-08 - General Amendments to Comprehensive Zoning By-Law 02-121 be agreed for public consultation at a Public Meeting to be held in August 2026;

AND THAT, the Planner seek feedback from lake associations, the farm community, social organizations, businesses, environmental groups and others through outreach including at their events over the summer.”

BACKGROUND

Once an Official Plan review is completed, as required by the province every five years, a municipality has three years to amend its Zoning By-Law to conform to the new Official Plan. The County approved the most recent update to the Township’s Official Plan in November 2024. The Planner and consultant from Jp2g have been working on a comprehensive update to the Zoning By-Law for a number of months following Council direction in 2025.

However, some proposed changes to the County Official Plan were only recently adopted by the County, slowing down the schedule for the Township’s comprehensive Zoning By-law update.

The Planner, therefore, proposes to bring changes into the Zoning By-Law in stages.

Tay Valley residents will also be invited to propose corrections to the Zoning By-Law to fix site specific mapping errors they may be aware of. For example, the Planner is currently aware of a property where the Industrial Zone (M) designation is located on the east of the property when the industrial building is actually located in the centre of the property, etc.

DISCUSSION

Changes to the Zoning By-Law are proposed under four topics: housing, environment, and social. New proposed text is identified in red. Text proposed to be removed is identified in ~~red~~.

NOTE: *This wording is for discussion purposes only and will be reviewed by legal counsel prior to a final proposed by-law coming forward.*

1) HOUSING

Based on the number of minor variance requests received, the Planner has determined that current limitations on the distance of a secondary dwelling unit can be from a primary dwelling, and the requirement to share a septic and well (introduced by a previous consultants' amendment) have proven overly limiting and are no longer used in other municipalities. Therefore, a new definition and a new section are proposed as follows:

Remove Definition:

~~SECOND DWELLING UNIT shall mean one or more habitable rooms designed and occupied as an independent dwelling in which living, kitchen and bathroom facilities are provided and which is located entirely within a single dwelling, semi-detached dwelling or townhouse dwelling, as defined herein.~~

Add Definition:

~~ADDITIONAL RESIDENTIAL UNIT shall mean an accessory use to the principal dwelling on the property, consisting of a self-contained residential unit with kitchen and bathroom facilities within a principal single detached, semidetached or townhouse dwelling or within an accessory structure, where food preparation and sanitary facilities are provided, but shall not include a Boarding House, Tourist Lodging Establishments or similar commercial use.~~

The definition shall include:

- a) ~~a second dwelling unit in a detached house, semi-detached house or townhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if all buildings and structures ancillary to the detached house, semi-detached house or townhouse cumulatively contain no more than one dwelling unit;~~
- b) ~~a third dwelling unit in a detached house, semi-detached house or townhouse on a parcel of land on which residential use, other than ancillary residential use, is permitted, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any dwelling units; or~~
- c) ~~one dwelling unit in a building or structure ancillary to a detached house, semi-detached house or townhouse on a parcel of land, if the detached house, semi-detached house or townhouse contains no more than two dwelling units and no other building or structure ancillary to the detached house, semi-detached house or townhouse contains any dwelling units.~~

Remove Section

~~3.19 Second Dwelling Unit and Second Dwelling~~

~~Notwithstanding any provision of this By-law to the contrary, where a single dwelling, a semi-detached dwelling or townhouse dwelling is permitted as a principal use in a zone, a second dwelling unit or a second dwelling, as herein defined, but not both, are permitted on the same lot in accordance with the following provisions:~~

~~1. General~~

- ~~• The second dwelling unit or second dwelling shall comply with the provisions of the Building Code Act.~~
- ~~• The second dwelling unit or second dwelling shall be connected to the same water supply and sewage disposal systems as the principal dwelling.~~
- ~~• Prior to obtaining a building permit for a second dwelling unit or a second dwelling, the applicant shall obtain a septic system approval.~~
- ~~• The maximum floor area of the second dwelling unit or second dwelling shall not exceed 50% of the floor area of the principal dwelling, to a maximum of 80m² in the Residential and Limited Services Residential Zones and 95m² in the Rural and Agricultural Zones.~~
- ~~• The second dwelling unit or second dwelling shall share the driveway entrance to the lot with the principal dwelling.~~
- ~~• A minimum of one parking space shall be provided for the second dwelling unit or second dwelling, in addition to the minimum parking requirements for the principal dwelling.~~
- ~~• The second dwelling unit or second dwelling shall be included in the calculation~~
- ~~• No enlargement or extension to the principal dwelling shall be permitted unless the enlargement or extension conforms to all other applicable provisions of this By-law.~~

~~5. Additional Provisions for Second Dwelling~~

- ~~• An existing accessory building may be partially or fully converted to a second dwelling, except that no habitable room window shall face an interior side lot line or a rear lot line unless the existing accessory building conforms to the minimum side lot line setback and rear lot line setback as is required for the principal dwelling, as the case may be.~~
- ~~• A new accessory building may be constructed as a second dwelling provided that it conforms to all applicable provisions for the principal dwelling.~~
- ~~• The maximum permitted height of a new second dwelling shall be 5m.~~
- ~~• A new accessory building which is constructed as a second~~

Add Section

3.2 Additional Residential Units (ARU)

Notwithstanding any provisions to the contrary, on lands where single detached, semidetached, duplex, or townhouse dwellings are permitted as the principal use of the land and where the lands are located within the A, RU, and R zones, additional residential units (ARUs) shall be permitted, as an accessory use subject to the following provisions:

1. ARUs shall not be permitted within lands identified as subject to flooding or natural hazards.
2. ARUs shall not be permitted within lands identified as having Environmental

Protection (EP) zoning.

3. ARUs and any required septic system shall not be permitted within the 30 m setback from water.
4. Each additional residential unit (ARU) shall require the establishment of 1 parking space per unit.
5. The subject property shall comply with the minimum lot area and minimum lot frontage requirements of the zone and shall have frontage on an opened and maintained year-round public road. For the sake of clarity, ARUs shall not be permitted on private roads.
6. The development of the subject property, including the proposed ARU(s) shall not exceed the maximum lot coverage of the zone.
7. A maximum of two (2) additional residential units (ARUs) shall be permitted per property. Up to a maximum of two (2) ARUs may be permitted within a principal residential dwelling. One (1) ARU may be permitted within an accessory structure, provided there is only a maximum of 1 ARU in the principal dwelling.
8. The proposed ARU will be accessed using the existing driveway which accesses principal residential dwelling.
9. The gross floor area of an ARU shall not exceed the gross floor area of the principal residential use.
10. ARUs in an accessory structure shall be limited to a maximum height of 6 m.
11. ARUs located within a principal dwelling shall be connected to the well and septic system that service the principal residential dwelling. ARUs permitted within an accessory structure may connect to existing well and septic systems, should the systems have the capacity to support additional development. Alternatively, an ARU in an accessory structure may be developed on its own private well and septic system.

Update Definition:

BOARDING HOUSE shall mean a Dwelling ~~in which the proprietor supplies for financial gain, lodging with or without meals:~~

- (a) that has a building height not exceeding three storeys and a building area not exceeding 600 m²,
- (b) in which lodging is provided for more than four persons in return for remuneration or for the provision of services or for both, and
- (c) in which the lodging rooms do not have both bathrooms and kitchen facilities for the exclusive use of individual occupants in which the proprietor supplies for financial gain, ~~lodging with or without meals~~, but it does not include a Bed and Breakfast, Hotel, hospital, foster home, home for the aged or other establishment otherwise classified or defined in this By-Law.

Add Definition:

COHOUSING DWELLING UNIT shall mean one or more habitable rooms designed and occupied by persons as an Dwelling in which living, kitchen, and bathroom facilities are provided. Living and kitchen facilities may be a mix of unrestricted exclusive or shared use based upon resident agreements with other Cohousing Dwelling Units on the same Lot. Each Cohousing Dwelling Unit shall contain a bathroom unit for exclusive use. Each Cohousing Dwelling Unit shall have an independent entrance from outside the building or a common hallway or stairway inside the building.

Add Definition:

CONVERTED DWELLING shall mean a Building originally constructed as a Dwelling which has been converted but not enlarged by partition and/or the addition of sanitary and cooking facilities into not more than four Dwelling Units.

Add Definition:

FOURPLEX shall mean a Building which is divided horizontally or vertically into four Dwelling Units, each of which has an independent entrance, either directly or through a common vestibule.

Add Definition:

TRIPLEX shall mean a Building which is divided horizontally or vertically into three Dwelling Units, each of which has an independent entrance, either directly or through a common vestibule.

Update Definition:

GROUP HOME, TYPE A shall mean a Dwelling which is occupied by 3 to 10 ~~unrelated~~ residents who, by reason of their emotional, mental, social or physical condition or legal status, require a supervised family living arrangement for their well-being. A **Type A** group home may be occupied as the residence by the staff or receiving family. A **Type A** group home does not include a residence for custodial supervision, foster homes, **Boarding Houses**, or other uses defined herein to distinguish between those.

GROUP HOME, TYPE B shall mean a Dwelling in which residents live together under custodial supervision consistent with the specialized needs of its residents. A Young Offenders **Type B** group home shall be licensed or approved by the Ministry. An Adult Offenders **Type B** group home, or Community Resource Centre, shall be licensed or approved by the Ministry.

“3.8 Group Homes

~~Group homes shall be permitted in the General Residential, Rural and Institutional zones in accordance with the following:~~

- ~~1. The maximum number of group homes in the Township shall not exceed 1 per 1,000 permanent resident population.~~
- ~~2. The minimum separation distance between two group homes shall be 500 m.~~
- ~~3. A group home shall be located a minimum of 30 m from any dwelling on another lot.~~

1. Type A Group Homes shall be a permitted use in all zones in which a Dwelling, Semi-Detached Dwelling, or Duplex Dwelling is permitted as a principal use.

2. Type A Group Homes may be permitted in both units of Semi-Detached or Duplex Dwelling, provided that both units are occupied by one Type A Group Home operation and that the total number of residents (excluding staff or receiving family) in both units combined does not exceed ten.
3. Type B Group Homes shall be permitted subject to a site specific Zoning By-Law Amendment.

New Zone

5.5 Multiple Residential (RM)

Within the Multiple Residential (MS) Zone, no person shall use any land, erect, alter, enlarge, use or maintain any Building for any use other than as permitted in this section and also such use or Building shall be in accordance with the regulations contained or referred to in this section.

1. Permitted Uses

Apartment Dwelling
 Cohousing Dwelling Units
 Converted Dwelling
 Duplex Dwelling
 Fourplex
 Multiple Dwelling
 Semi-Detached Dwelling
 Townhouse Dwelling
 Triplex

2. Zone Provisions

- Lot Area (minimum) 4,050 m²
 - Per dwelling unit in access of first four units 1,000m²
- Lot Frontage (minimum)
 - Per dwelling unit 20 m
- Yards (minimum)
 - Front 10 m
 - Exterior Side 10 m
 - Interior Side 6 m
 - Rear 7.5 m
 - Dwelling Height (maximum) 11 m
 - Lot Coverage (maximum) 20%

3. Additional Provisions

None.

4. Exception Zones

R5-1 (Part Lot 17, Concession 6, North Burgess)

Notwithstanding the provisions of Section 5.5.2, on the lands zoned R5-1 the following provisions shall prevail:

- Dwelling Unit Area (minimum) 33m²

2) WATERFRONT and ENVIRONMENT

Update Definition:

FLOODPLAIN shall mean the area, usually lowlands adjoining a watercourse, which has been or may be subject to flooding hazards below the 1:100-year flood line."

The Mississippi Valley Conservation Authority (MVCA) held a public meeting earlier this year on its new floodplain mapping for the Fall River and Bennett Lake and subsequently adopted the new mapping. The Township will incorporate this new MVCA mapping into its General update to the Zoning By-Law. (See Attachment 1.)

Update Definition:

LOT AREA shall mean the total horizontal area within the Lot Lines of a lot, excluding the horizontal area of such Lot covered by water, or within the Floodplain (FP) or Environmental Protection (EP) zones, provided that only the Lot area lying within the zone in which a proposed use is permitted may be used in calculating the minimum Lot area under the provisions of this By- Law for such permitted use.

New Definition:

NARROW CHANNEL shall mean a waterbody where the distance from shore to shore is 150 meters or less.

Addition to Section

3.1. Accessory Uses

3. Marine facilities are not permitted in a Narrow Channel where a hazard to navigation would result as identified by the approval authority.

New Definition:

WETLANDS shall mean lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

New Section

3.3 Environmental Design Requirements for Shoreline Properties

For shoreline properties adjacent to a waterbody, the following environmental design requirements shall apply to new development:

1. The retention of existing shoreline vegetation (i.e. shoreline buffer area) shall be required for a depth no less than 15 m (49.2 ft.) from the highwater mark. For a lake trout lake, or a sensitive lake the retention of existing shoreline vegetation shall be a minimum depth of 30 m (98 ft) from the highwater mark.
2. The enhancement or rehabilitation of the shoreline buffer area with native species shall be encouraged. The cutting or removal of trees, shrubs or ground cover within the shoreline buffer area shall not be permitted, except for the removal of dead or diseased trees, debris, noxious plants, invasive species within the shoreline buffer area.
3. Notwithstanding the above, a landscaped corridor of not greater than 6 m (20ft.) in width to provide access between the Dwelling and shoreline shall be permitted within the shoreline buffer area.
4. Shoreline Structures such as retaining walls, sheet metal pilings, gabion (rip-rap) or groynes shall not be permitted except where required for erosion control or conservation purposes and only where such Structures have been designed or recommended by a professional in the field of environmental design. All such shoreline Structures shall require the approval of the relevant public authority having jurisdiction (i.e. Conservation Authority, Province, Parks Canada).
5. Permits are required from the relevant Conservation Authority for fill, site alteration or construction within areas regulated by fill and construction regulations.
6. Stormwater shall be directed away from the shoreline through the use of sediment traps, settling ponds, and low impact design features such as swales.
7. These provisions are in addition to any site-specific controls required under a registered site plan control agreement.

3. SOCIAL/ECONOMIC

New Definition:

AGRI-TOURISM shall mean the use of any Lot or Building which is complementary to a principal Agricultural Use on a Lot and which provides education and activities to experience and enjoy the agricultural way of life in the rural area. Such activities may include farm machinery and equipment exhibitions, farm-tours, petting zoos, corn mazes, hayrides, sleigh rides, processing demonstrations, pick your own produce/products, farm-themed playgrounds, educational facilities, etc. that focus on farming instruction or other similar activities. Agri-Tourism may include accessory retail sales.

New Section

3.8 Illumination

Where lighting facilities are provided in conjunction with any permitted use, such lighting shall be arranged as to project light only onto the subject property and away from any adjoining lands or the sky.

- a. Lighting fixtures, designed to illuminate wharves and other waterfront facilities, which are not public uses, shall be installed with the light directed downward and away from the water.
- b. Lawn lamps may be located at the edge of any driveway or laneway and shall be located so as not to interfere with nighttime traffic movement or from adjoining lands or sky. Illumination shall not cause direct or indirect glare on a Street or private road that may interfere with traffic or pedestrian safety.
- c. All lighting fixtures, in all zones, other than those specified elsewhere in this By-Law, which are designed for exterior illumination and which are not public uses, shall be installed with the light directed and deflected away from adjacent Lots and Streets and/or private roads and be full cutoff in design, such that it does not cause light pollution or light trespass. Such lighting fixtures shall not be more than 9 m (29.5 ft) above finished grade and no closer than 4.5 m (14.8 ft) to any Street Line.

Updated Section

3.1 Accessory Uses

6.

2. The maximum height of an Accessory Building ~~or structure~~ shall be ~~5.0m~~ 6.0m

Updated Section

3.30 Yard and Water Setback Encroachments

- An attached unenclosed porch, open and unroofed porch, deck, balcony, exterior stairs or landing may project from the main building into the existing water setback by a maximum of ~~2m~~ 3m provided:
 - the water setback of the existing principal Dwelling ~~building~~ is equal to or greater than 15m and less than 30 m,

Updated Definition

HOME-BASED BUSINESS shall mean an occupation, trade, profession or craft, for gain or profit, conducted as an accessory use ~~to the use of a~~ permitted residential use dwelling.

Updated Definition

BED AND BREAKFAST shall mean a business conducted in a ~~detached~~ Dwelling in which the resident owner supplies for financial gain a maximum of three guest bedrooms for the purpose of providing temporary lodging on a daily basis to the travelling public. Such an establishment may offer meals to those persons temporarily residing in the establishment (guests).

Updated Sections

5.1. General Residential

Within the Residential (R) Zone, no person shall use any land, erect, alter, enlarge, use or maintain any Building for any use other than as permitted in this section and also such use or Building shall be in accordance with the regulations contained or

referred to in this section.

1. Permitted Uses

~~Single Dwelling~~
~~Semi-Detached Dwelling~~
~~Duplex Dwelling~~
~~Additional Residential Unit~~
~~Bed and Breakfast~~
~~Group Home – Type A~~
~~Home-Based Business~~

2. Zone Provisions

- Lot Area (waterfront lots) 0.8ha
- Lot Frontage (waterfront lots) 91m
- ~~Dwelling Unit Area (minimum) 75 m²~~
- Dwelling Height (maximum) 9m 11m
- ~~Dwellings per Lot (maximum) 1~~

5.2. Seasonal Residential

Within the Seasonal Residential (RS) Zone, no person shall use any land, erect, alter, enlarge, use or maintain any Building for any use other than as permitted in this section and also such use or Building shall be in accordance with the regulations contained or referred to in this section.

2. Zone Provisions

- Lot Area (waterfront lots) 0.8ha
- Lot Frontage (waterfront lots) 91m
- ~~Dwelling Unit Area (minimum) 75 m²~~
- Dwelling Height (maximum) 9m 11m
- ~~Floor Space Index (maximum) 12%~~

5.3. Limited Services Residential

Within the Limited Services Residential (RLS) Zone, no person shall use any land, erect, alter, enlarge, use or maintain any Building for any use other than as permitted in this section and also such use or Building shall be in accordance with the regulations contained or referred to in this section.

1. Permitted Uses

~~Single Dwelling~~

2. Zone Provisions

- Lot Area (waterfront lots) 0.8ha
- Lot Frontage (waterfront lots) 91m
- ~~Dwelling Unit Area (minimum) 75 m²~~
- Dwelling Height (maximum) 9m 11m
- ~~Floor Space Index (maximum) 12%~~

OPTIONS CONSIDERED

Option 1: (Recommended) Proceed with a General Amendment to Comprehensive Zoning By-Law 02-121

These proposed changes have arisen from changes to the Official Plan, comments from the public, and working with the Zoning By-Law.

Option 2: Propose different amendments for a General Amendment to Zoning By-Law 02-121

Council may suggest additions for amendments or postpone some of the suggested amendments.

STRATEGIC PLAN LINK

Strong Community - increase the range of housing options available to current and future residents.

Healthy Environment – provide shoreline protection, night sky protection, new floodplain mapping for the Fall River and Bennett Lake and the Mississippi River, restrictions on encroachment along Big Rideau Lake/UNESCO World Heritage Site.

Thriving Economy – Agritourism definition expanded, illumination constraints, increased height and deck encroachment.

FINANCIAL CONSIDERATIONS

None.

CONCLUSIONS

The province requires municipalities to update their Zoning By-Law to match their updated Official Plan which this report proposes to do. Additional suggestions have been provided by the public and through working with the Zoning By-Law over the past 5 years.

Other changes to the Zoning By-Law will be proposed later in 2026 or 2027.

ATTACHMENTS

Attachment 1 Floodplain mapping for the Fall River, Bennett Lake, and the Mississippi River.

Prepared and Submitted By:

Approved for Submission By:

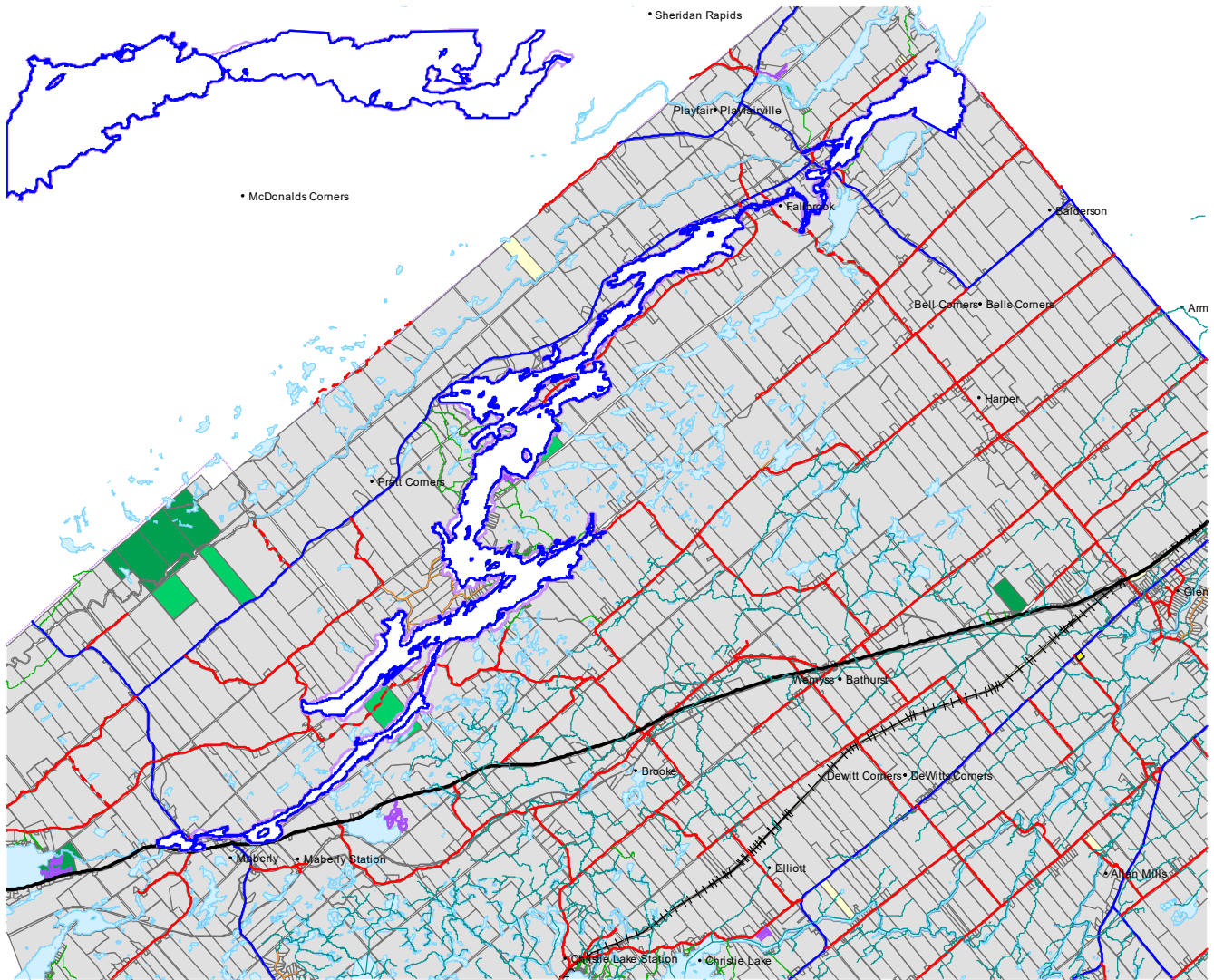
Original Signed

Original Signed

**Noelle Reeve,
Planner**

**Amanda Mabo,
Chief Administrative Officer**

**ATTACHMENT 1
NEW FLOOD PLAIN (FP) ZONE
FALL RIVER ,BENNETT LAKE, UPPER MUD LAKE, MISSISSIPPI RIVER**



COMMITTEE OF THE WHOLE
June 2, 2027

Report #PW-2026-11
Sean Ervin, Public Works Manager

LONG LAKE ROAD AND MINER'S POINT ROAD WORKS

STAFF RECOMMENDATION(S)

It is recommended:

“THAT, the 2026 budget amount of \$31,200 for Long Lake Road improvements be reduced to \$12,500 and the remaining amount of \$18,700 be allocated for improvements on Miner’s Point Road.”

BACKGROUND

The 2026 Capital Budget includes \$31,200 for ditching and rock removal along Long Lake Road to promote drainage and prevent damage to snow removal equipment. This work would involve the hiring of a contractor as the Township does not own equipment large enough to complete this work (large excavator) nor can haul the broken rock in the Townships plow trucks due to risk of damage to the sanding equipment.

DISCUSSION

Township staff undertook drainage improvements, tree removal, and some minor rock excavation along Miner’s Point Road using the Township’s own equipment in preparation for the placement of maintenance gravel. The work made significant improvements to the road however, there are still some larger rock outcrops that should be removed to further enhance the roadside environment. The Township’s owned equipment is not large enough to complete this work in a timely manner and therefore staff are recommending that a contractor is hired to complete this work.

FINANCIAL CONSIDERATIONS

The work will be funded by the Roads Construction Reserve, and no additional funds are required to complete the works on both roads. Staff estimate that \$12,500 will be enough funds for Long Lake Road and \$18,700 will be enough for Miner’s Point Road and the total works will not exceed the original budgeted amount.

OPTIONS CONSIDERED

Option #1 – (Recommended) – Reduce the amount allocated for Long Lake Road and allocate the difference to complete work on Miner’s Point Road.

Option #2 – Leave the budgeted amount as originally stated in the 2026 Capital Budget and budget the work for Miner’s Point Road in the 2027 Capital Budget. Any funds not used on Long Lake Road would remain in the Road Construction Reserve.

CLIMATE CONSIDERATIONS

None considered.

STRATEGIC PLAN LINK

None considered.

CONCLUSIONS

The work on Long Lake Road and Miner’s Point Road will improve the roadside environment on both roads in regard to drainage and roadside safety.

ATTACHMENTS

None

Prepared and Submitted By:

Approved for Submission By:

**Sean Ervin,
Public Works Manager**

**Amanda Mabo,
Chief Administrative Officer/Clerk**

CORRESPONDENCE



1. **Lanark County:** Media Release – Highlights from the Lanark County Council held on May 13th – *attached, page 4.*
2. **Lanark County:** Correspondence – EORN Cell Gap Project Monthly Update April 2026 – *attached, page 7.*
3. **Ministry of the Environment, Conservation and Parks:** Correspondence – Conservation Authorities Act – *attached, page 12.*
4. **Municipality of Morris-Turnberry:** Resolution – Conservation Authorities Act – *attached, page 22.*
5. **The Town of Northeastern Manitoulin and the Islands:** Resolution – Chip and Tar Surface Treatment – *attached, page 24.*
6. **Municipality of Huron Shores:** Resolution – Tar and Chip – *attached, page 25.*
7. **Township of Puslinch:** Resolution – Ontario Road Supervisors Health and Safety – *attached, page 26.*
8. **Municipality of Shuniah:** Resolution – Ontario Road Supervisors Requesting Provincial Legislation Amendments, Health and Safety Concerns – *attached, page 28.*
9. **Oxford County:** Resolution – Ontario Road Supervisors Requesting Provincial Legislation Amendments, Health and Safety Concerns – *attached, page 29.*
10. **Township of Oro Medonte:** Correspondence – Request for Provincial Legislation Amendments, Health and Safety Concerns – *attached, page 30.*
11. **AORS:** Correspondence – Request for Provincial Legislation Amendments, Health and Safety Concerns – *attached, page 32.*
12. **Township of Brudenell, Lyndoch and Raglan:** Resolution – Request for Provincial Legislation Amendments, Health and Safety Concerns – *attached, page 34.*
13. **Town of Parry Sound:** Resolution – Undertake a Comprehensive Review of the Provincial-Municipal Fiscal Framework – *attached, page 35.*
14. **Town of Halton Hills:** Resolution – Request for Review of Provincial-Municipal Fiscal Framework – *attached, page 36.*
15. **Municipality of Shuniah:** Resolution – Review of Provincial-Municipal Fiscal Framework – *attached, page 39.*

16. **Woolwich Township:** Resolution – Request to the Province of Ontario to Extend the Deadline for Notices of Intention to Designate Listed Heritage Properties – *attached, page 40.*
17. **Prince Edward County:** Resolution – Improved Accessibility to Home Insurance for Owners of Properties Designated under the Ontario Heritage Act – *attached, page 42.*
18. **Township of Brudenell, Lyndoch and Raglan:** Resolved – Canada Post Rate Reduction for Libraries – *attached, page 44.*
19. **The Corporation of the Township of Perry:** Resolution – Protect Reduced Rate Postal Distribution for Library Materials – *attached, page 45.*
20. **Township of Brudenell, Lyndoch and Raglan:** Resolution – Ontario Veterinary College Expansion of Enrollment Capacity – *attached, page 47.*
21. **The Corporation of the Township of Papineau-Cameron:** Resolution – Ontario Veterinary College Expansion of Enrollment Capacity – *attached, page 48.*
22. **Ministry of Natural Resources:** Correspondence – Regulations under the Geologic Carbon Storage Act, 2025 – *attached, page 50.*
23. **The Corporation of the Township of Madawaska Valley:** Resolution – Ottawa Valley Trade Corridor Improvement Project – *attached, page 52.*
24. **The Town of Parry Sound:** Resolution – Ontario Community Infrastructure Fund – *attached, page 53.*
25. **The Corporation of the Municipality of Wawa:** Resolution – Ontario Community Infrastructure Fund – *attached, page 55.*
26. **The Corporation of the Township of Stone Mills:** Resolution – Ontario's Freedom Information and Protection of Privacy Act – *attached, page 58.*
27. **The Corporation of the Town of Parry Sound:** Resolution – Implementation of a Guaranteed Basic Income – *attached, page 59.*
28. **City of Peterborough:** Resolution – Guaranteed Basic Income Resolution – *attached, page 60.*
29. **Town of Parry Sound:** Correspondence – Circular Materials Ontario – *attached, page 62.*
30. **Northumberland County Council:** Resolution – Circular Materials Ontario – *attached, page 63.*
31. **The Regional Municipality of York:** Resolution – Province of Ontario has Implemented the Blue Box Extended Producer Responsibility Framework – *attached, page 67.*

32. **The Corporation of the Municipality of Wawa:** Resolution – Request for Provincial School Board Governance Consultation Process – *attached, page 69.*
33. **City of Pickering:** Correspondence – Request for Provincial School Board Governance Consultation Process – *attached, page 71.*
34. **Durham District School Board:** Correspondence – Request for Provincial School Board Governance Consultation Process – *attached, page 73.*
35. **Prince Edward County:** Resolution – Vacant Commercial Storefront Tax – *attached, page 75.*
36. **The Corporation of the Municipality of Wawa:** Resolution – Ontario Land Transfer Tax – *attached, page 77.*
37. **AMCTO:** Correspondence – Legislative Express – *attached, page 79.*
38. **Township of Brudenell, Lyndoch and Raglan:** Resolution – Opposition to ALTO High-Speed Rail Project in its Current Form – *attached, page 85.*
39. **Eastern Ontario Warden’s Caucus:** Resolution – The EOWC Opposes ALTO High-Speed Rail Project in its Current Form – *attached, page 86.*
40. **The Town of Plympton-Wyoming:** Resolution – Support for Sustainable Provincial Grant Funding for Fire Services in Ontario – *attached, page 88.*
41. **Township of Puslinch:** Resolution – Finlay’s Law on Emergency Room Reform – *attached, page 90.*
42. **Western Ontario Wardens Caucus:** Resolution – Finlay’s Law on Emergency Room Reform – *attached, page 92.*
43. **The Council of the United Counties of Leeds and Grenville:** Resolution – Province’s proposed Harmonization of Municipal Road Construction Standards – *attached, page 95.*
44. **Tay Valley Township:** Report – 2026 Building Summary Report with Previous 3 Year Average – *attached, page 97.*
45. **Tay Valley Township:** Report – Building Reports – *attached, page 98.*

**Resolution 2026-03: Ontario Most Outdated Property Reassessment in
Canada: A Call to Return to Property Tax Reassessment Cycle**

Date: May 8, 2026

Moved by: Warden Jennifer Murphy, County of Renfrew

Seconded by: Warden Robert Mullin, County of Hastings

WHEREAS the Eastern Ontario Wardens' Caucus (EOWC) serves over 1.1 million residents across 13 upper-tier and single-tier municipalities, encompassing a total of 103 municipalities in Ontario;

AND WHEREAS municipalities in Ontario are currently required to calculate property taxes based on property valuations from 2016, over a decade ago;

AND WHEREAS all other provinces in Canada have continued regular reassessment cycles, resulting in properties being reassessed multiple times since 2016, making Ontario the most outdated in Canada;

AND WHEREAS the prolonged pause in the reassessment cycle has created significant distortions in assessed values, resulting in inequities among property classes; and

AND WHEREAS outdated assessments negatively impact investment decisions, economic competitiveness, municipal planning, and disproportionately affect independent small businesses; and

AND WHEREAS the continued pause on property tax reassessment in Ontario creates uncertainty for municipalities, property owners, and investors regarding future tax liabilities;

AND WHEREAS a current and predictable assessment system is essential to supporting strong communities, maintaining fairness in taxation, and encouraging economic investment consistent with the Ontario government's objective of being "Open for Business";

AND WHEREAS the lack of clarity regarding the timing of the next reassessment is contributing to delayed or deferred investment decisions, thereby impacting economic competitiveness across the province;

AND WHEREAS municipal governments, particularly in rural and small-urban communities, rely on a stable and updated assessment system to address financial pressures including inflation, rising labour costs, and increasing service demands;

NOW THEREFORE BE IT RESOLVED that the EOWC formally requests that the Government of Ontario commit to a clear and prompt return to the property tax reassessment cycle;

AND BE IT FURTHER RESOLVED THAT the Province provide a defined timeline and transparent plan for implementing future reassessments on a regular and predictable basis;

AND BE IT FURTHER RESOLVED THAT the Government of Ontario work in coordination with the Municipal Property Assessment Corporation (MPAC) to ensure properties are reassessed in an accurate and timely manner;

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Peter Bethlenfalvy, Minister of Finance; EOWC Members of Provincial Parliament; the Association of Municipalities of Ontario; the Rural Ontario Municipal Association; the Municipal Property Assessment Corporation; the Ontario Big City Mayors; the Western Ontario Wardens' Caucus; the Mayors and Regional Chairs of Ontario; the Federation of Northern Ontario Municipalities; and all EOWC municipalities."

Carried

Signed by:



EOWC Chair Bonnie Clark
info@eowc.org

May 18, 2026

Please be advised that during the regular Council meeting of May 12, 2026 the following resolution regarding reinstating the requirements for compliance with the Freedom of Information and Protection of Privacy Act was carried.

RESOLUTION NO. 2026-208

DATE: May 12, 2026

MOVED BY: Councillor MacNaughton

SECONDED BY: Councillor Branderhorst

WHEREAS all residents of Ontario have the right to fair, open and democratic government; and,

WHEREAS all elected representatives, municipal and provincial alike, in Ontario have a duty to faithfully execute the powers and trust placed in them and willingly swear an oath to this effect and are subject to fair public scrutiny; and,

WHEREAS the Freedom of Information and Protection of Privacy Act (FIPPA) and the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) are essential tools to protect Ontarians against privacy breaches, and abuses of power; and,

WHEREAS the Province of Ontario enacted Bill 97, the Plan to Protect Ontario Act (Budget Measures), 2026, which received Royal Assent on April 24, 2026, and introduced significant amendments to both FIPPA and MFIPPA to alter statutory timelines and privacy governance frameworks;

WHEREAS the amendments introduced via Bill 97 have created a jurisdictional imbalance by excluding records held by provincial Ministers, their offices, and staff from the application of FIPPA, while maintaining the statutory responsibilities and administrative burdens for municipal elected officials and staff under MFIPPA, thereby establishing higher standards for transparency and personal record accountability for municipal governments;

WHEREAS excluding members of the highest offices and their staff from reasonable public access requests and records retention creates security concerns, reinforces the appearance of self-dealing and is contrary to the public interest,

THEREFORE BE IT RESOLVED THAT Prince Edward County Council call on the Province to reinstate requirements for compliance with FIPPA to ensure that the Premier, Ministers, and their staff are subject to proper and fair public scrutiny like all other elected representatives in Ontario; and



From the Office of the Clerk
The Corporation of the County of Prince Edward
T: 613.476.2148 x 1021 | F: 613.476.5727
clerks@pecounty.on.ca | www.thecounty.ca

THAT the Government of Ontario implement recommendations of the Information and Privacy Commissioner of Ontario to increase and ensure proper security, record keeping and democratic accountability; and

THAT this resolution be circulated to Premier Doug Ford, Minister of Finance Bethlenfalvy, Bay of Quinte MPP Tyler Allsopp, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM) and the 444 municipalities of Ontario.

CARRIED

Yours truly,

A handwritten signature in black ink that reads "Catalina Blumenberg".

Catalina Blumenberg, **CLERK**

cc: Mayor Steve Ferguson, Councillor MacNaughton, Councillor Branderhorst





Dear municipal elected officials,

Thank you for your leadership on all the issues surrounding the proposal for a high speed rail project through Eastern Ontario. We see this as a defining issue of our time, for the rural communities who do not want to be divided by this type of at grade infrastructure, and for the urban areas along the existing 401 corridor where industry, businesses, and institutions have developed and are investing in ongoing economic development, and which need reliable regional transportation. The decision of where to locate a future modern high speed passenger train could have an intergenerational impact on our region, and it is incumbent on current leaders across our communities to find our voice to speak up for what is best for the communities of Eastern Ontario.

It is the Corridor Train Alliance's (CTA) observation that the Government of Canada is resolved in its plans to build a high speed rail system connecting Toronto-Ottawa-Montreal, clearly stating that the route will be determined in 2026. CTA sees it of urgent and critical importance to influence route selection at the highest levels of decision making as soon as possible, as there may only be a narrow window of opportunity to do so. If a northern or southern route is announced, it will be politically difficult or impossible to change it. Intercepting this decision is now or never. It is now a matter of urgency that decision makers give sober second thought to whether the Alto proposed routes are truly best for Canada.

CTA was formed by volunteer community leaders to try to find a common denominator message that as many people as possible can agree on, and to strategically take this message to the highest levels of Ottawa in the most strategic and impactful way possible. CTA is a federal not-for-profit corporation incorporated in early 2026 under the *Canada not-for-profit Corporations Act* formed for the sole purpose of advocating for a

dedicated track modern passenger rail line in the 401 corridor area.

CTA believes this deserves serious and immediate attention, and feasibility study by the Government of Canada. CTA's goal is to cause the Government of Canada to study the 401 corridor before making any high speed rail (HSR) routing decision elsewhere. The Government of Canada is committed to a policy of corridors to speed up approvals and consolidate impact in a least impact approach. Energy corridors policy has been announced, and most recently a policy approach of transportation corridors was announced. The existing 401 corridor is the most important existing **transportation corridor** in Canada. The 401 corridor is already an understood and designed transportation corridor which already divides land use and should be utilized as a safe and reliable transportation corridor for people as well as freight. Utilizing this corridor as much as possible is more aligned with current federal policy, fast-tracking projects where they can be accepted and best serve Canadians and will be met with less resistance than all other routes which are proving highly controversial.

CTA's mission is to reorient federal decision makers to a solution which serves and does not neglect the corridor transportation needs where cities and health care, education, military and industry have been built for over 100 years. CTA believes that is best done through a **coalition approach**; an amplified united message with gets the attention of the Prime Minister and invokes strategic sensibilities.

At CTA our focus is on the mindset for the current Government of Canada leadership, at the highest levels where a decision of this magnitude will need to be made. It's worth noting that the Alto contract award, scope, terms of reference and budget were decided and approved by the former Government of Canada leadership, could not be changed by Alto, and remain to be evaluated by the current Government of Canada leadership.

CTA is not taking a position on exact speed or alignment but is calling on the Government of Canada to **properly study the 401 corridor vicinity** and allow engineers to inform what is possible. A greatest good least harm route should be selected. Ridership economics and maximizing public good should dictate the stops.

According to publicly available information, which has been confirmed in meetings CTA has participated in, financial investment decision (FID) for a high speed rail project will not be made until late 2029. FID is the go or no-go decision for the money that will be required to be spent. It will require more detailed information on project cost, ridership, and other fundamentals which inform the economic decision.

That said, late 2029 is not the timeline of concern for Eastern Ontario. The timeline of concern for Eastern Ontario is right now. It is now a matter of urgency that decision makers give sober second thought to whether the Alto proposed routes (northern route and southern route) are really best for Canada.

We know that route selection in 2026 is critical path timing, in order for more detailed study and engineering/design work to occur over 2-3 more years in order to cost out the capital cost and modelled operating cost for the project in order to inform FID in 2029 and how the Government of Canada would approach tendering the work if it proceeds. In other words, the route selection will happen this year if the Government of Canada is intent on proceeding to continue to evaluate and cost this project.

The Alto public consultation has ended, and Alto officials are preparing a report to the Minister, but there is high risk that the voices in communities across Eastern Ontario who expressed concerns and objections will be outnumbered by the voices of support from the major cities. However, many of the urban supporters do not understand the problematic impact for the Alto northern and southern routes and of the unwelcome environmental, indigenous, and rural community implications. The urban polling and consultation did not include meaningful details on the cost or route impacts, skewing the result towards conceptual support.

The timing is now for this coalition message to be brought at the level of the Prime Minister of Canada and key Ministers who are deciding the policies and giving the speeches about Canadian values and priorities. This issue now transcends the Minister of Transportation and impacts many aspects of national policies and priorities, because the deterioration and failure of reliable regional passenger rail transportation for millions of people in Eastern Ontario over the next decade is the issue.

We believe the timing is now because of the convergence of the following:

- Politically it is possible for the current Government of Canada to distinguish itself from the scope and mandate of the Alto consultation, which was not their decision, and to characterize any pivot as anchored in the current reality and current national priorities which emerged in 2025.
- Nation building projects should unite, not divide.
- The northern and southern routes studied do not have social license.
- The Port of Montreal expansion (a major project in process) will require more freight rail capacity. The freight pressures on the existing shared freight line have compromised VIA service, and the 401 is busier every year. People need safe reliable transportation.
- 401 corridor cities, particularly Kingston, have high growth economic development and housing, which helps relieve housing pressures from Toronto and Ottawa and offers affordability.

- Kingston in particular needs a stop. Post-secondary students, professionals, military personnel and high-ranking officials at Canadian Force Base (CFB) Kingston, doctors and researchers, and patients accessing regional health care expertise for all of SE Ontario, including a regional cancer care centre, need transportation.
- Industry and businesses have concentrated along the 401 because this is the corridor for transportation and economic activity, integrates with ports and industry which require water and the St. Lawrence Seaway, and populations prefer to live and work in this beautiful part of Canada. It is home to millions of people who have integrated their lives with Toronto, Ottawa, and Montreal for finance, professional networks and family.
- A modern passenger rail line connecting CFB Kingston (note CFB Trenton is also in the corridor) may count towards NATO military spending requirements, which Canada will be challenged to meet; infrastructure spending is going to have to count in working towards NATO targets.
- In an era where multilateralism is being promoted on a world stage to widespread agreement, multilateralism also applies at home. The voices of Toronto or Ottawa or Montreal alone, which already have air and other transportation solutions, should not dictate this major spending and land use decision to the exclusion of many others. CTA uniting the voices of all the cities, towns, townships, organizations, institutions, business and industry in Eastern Ontario is multilateralism within our own country and can be a powerful message if big enough and broad enough.

We also have more innovative ideas on community benefits and economic incentives for municipalities that do host a route, and where any stops are located. Following equity models which are well established in Canada for indigenous participation in energy and infrastructure projects, models merit discussion where municipalities may have an economic stake or incentive for planning and building their own transportation systems to feed into a modern high(er) speed rail stop(s) to create all the right signals and metrics, to increase ridership and therefore improve affordability and efficiencies, and maximize the public good. This is beyond the scope of this letter and would be for the next phase of discussions after route selection, but we are sharing this because it is part of a positive, innovative, and inspirational message we are bringing to leaders. We believe a modern project of this magnitude must share benefits and must economically align all levels of government to ensure its success.

We understand that no municipalities have the resources or staff to deal with national or provincial transportation and infrastructure matters, municipalities are challenged enough to meet local transportation needs. This issue transcends any political party, representative, singular city or town. There is a tremendous level of collaboration in Eastern Ontario across party lines and between business, institutions, and elected officials, and all are alive to how to help each other deliver an impactful message to Ottawa that captures the feelings of citizens and intercepts any decision that could have profound implications for our region. An HSR line is not wanted in the countryside, and modern passenger rail line is needed for the corridor cities.

We are requesting your financial support to our coalition, so that we can amplify the voices of the voices who deserve to be included and benefit from this initiative. The route chosen for a future high-speed rail corridor will shape Eastern Ontario for generations. With your support, we can ensure the voices of Eastern Ontario are heard and advocate for a future that benefits residents, businesses, and generations to come. Thank you for your leadership.



This portion of the letter is CONFIDENTIAL:

CTA is raising funds for a 401 corridor campaign based on 3 goals:

1. **Enlist top tier government relations (lobbyist) firm** for strategy and to reach into Cabinet and PMO.
2. **Executive Director now on contract** to organize donations and collaborate with supporters, draft content and organize an open letter suitable for national media campaign (ideally signed by all municipalities in Eastern Ontario and all major organizations and institutions), and to take direction from the Board of Directors and the government relations firm.
3. **Media spend** (Globe & Mail, National Post, etc) + digital media

CTA has elicited a proposal from an experienced top-tier national government relations firm, which believes our message has merit and would like to work for us. Choice of government relations firm and retainer agreement will be subject to CTA Board of Directors approval.

CTA is raising \$100,000-\$125,000 (national media spend is the variable) for an impactful and strategic campaign.

CTA is asking all inclined municipalities, organizations and businesses in Eastern Ontario to contribute to the fund immediately to commence work and get lobbyists into Ottawa with our message which we continue to organize all names who have joined or are joining our coalition. CTA's goal is for our coalition to include all municipalities in Eastern Ontario.

CTA is writing to request that your municipality donate to the CTA 401 CORRIDOR ROUTE fund and campaign. The funds will be used for what is stated in this letter. We have drafted a resolution attached which may be helpful. This letter provides background information to inform your decision, but we ask that the financial budget information contained in the confidential part of this letter not be made public.

CTA is requesting that rural townships contribute \$3000-\$5000, depending on size and potential impact of the current proposed Alto routes, and motivation to help alter the route. CTA is requesting that cities in the 401 corridor donate ~\$10,000, with a higher amount requested from Kingston, which is under discussion at the time of writing.

CTA has hired an Executive Director with early funds received to date. The Executive Director is being onboarded and will be contacting businesses and organizations and requesting donations. CTA welcomes all contributions from businesses and concerned citizens. The faster we reach our goal, the sooner we can active the serious government relations (lobbyist) firm advocacy work at the highest levels in Ottawa.

Corridor Train Alliance Inc. is a federal not-for-profit corporation organized only for this purpose with no over employees or overhead costs; all money will be spent on this singular issue campaign based on professional expert strategy. CTA currently has 11 directors on the Board of Directors, all reputable people in our communities, some in positions of considerable influence and networks and leadership, a mix of urban and rural.

Donations can be made online at www.corridortrainalliance.ca or by cheque to **Corridor Train Alliance Inc.** or direct deposit to the CTA bank account (information available from our Executive Director at coordinator@corridortrainalliance.ca).

UPDATES

COMMITTEE OF ADJUSTMENT MINUTES

Monday, May 25th, 2026

5:00 p.m.

Tay Valley Municipal Office – 217 Harper Road, Perth, Ontario
Council Chambers

ATTENDANCE:

Members Present: Chair, Larry Sparks
Richard Schooley
Peter Siemons

Members Absent: None

Staff Present: Noelle Reeve, Planner
Allison Playfair, Secretary/Treasurer

Applicants/Agents Present: Richard Dash, Applicant

1. CALL TO ORDER

The meeting was called to order at 5:00 p.m.
A quorum was present.

2. NOTICE OF LIVESTREAMING

The Chair announced that the meeting is being livestreamed.

3. AMENDMENTS/APPROVAL OF AGENDA

The Agenda was adopted as presented.

4. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST AND GENERAL NATURE THEREOF

None at this time.

5. APPROVAL OF MINUTES

i) **Committee of Adjustment Meeting – April 27th, 2026.**

The minutes of the Committee of Adjustment meeting held on April 27th, 2026 were approved as circulated.

6. INTRODUCTION

The Chair welcomed the attendees. The Planner then provided an overview of the Minor Variance application review process to be followed, including:

- the mandate and responsibilities of the Committee
- a review of available documentation
- the rules of natural justice, the rights of persons to be heard and to receive related documentation on request and the preservation of persons' rights.
- the flow and timing of documentation and the process that follows this meeting
- any person wanting a copy of the decision regarding this/these application(s) should leave their name and mailing address with the Secretary/Treasurer.

The Planner advised that this Committee of Adjustment is charged with making a decision on the applications tonight during this public meeting. The decision will be based on both the oral and written input received and understandings gained.

Based on the above, the Committee has four decision options:

- Approve – with or without conditions
- Deny – with reasons
- Defer – pending further input
- Return to Township Staff – application deemed not to be minor

The agenda for this meeting included the following application(s) for Minor Variance:

MV26-05 – Dash, 104 Farren Lake Lane 41, Part Lot 6 Concession 2, in the geographic Township of South Sherbrooke

7. APPLICATIONS

i) **FILE #: MV26-02 - Bracken**

a) **PLANNER FILE REVIEW**

The Planner reviewed the file and Power Point in the agenda Package.

The Planner noted the application was to allow a cottage to be located at a reduced setback of 28m and east side yard setback of 3.2m.

The Planner advised the Committee that it is not a large lot and it has a small waterfront but is a typical size for the lake. The Planner noted she had some concern with runoff from erosion of the driveway on the property potentially impacting the water quality of the lake, but the site

plan sketch proposes it will be reconstructed as terraced features so the erosion will be addressed.

Rideau Valley Conservation Authority (RVCA) commented and provided best practices for waterfront lots and specific comments for the site plan, e.g., eavestroughs to the rear, etc.

A new class 4 system would be required. The owner and contractor have reached out to the Mississippi-Rideau Septic System Office (MRSSO) to work on the application.

The Planner has no concern about compliance with the Provincial Planning Statement, County, and Township Official Plans.

A Site Plan Control Agreement will be required for this property. With the recommendations of the RVCA and Planner.

The Planner also noted that to keep the lot coverage at the required 10% the deck will be reduced in size.

The Planner informed the Committee that during the site visit the neighbour to the west did not have any concerns and the neighbours to the east were not home. The neighbours on the east did reach out to the Township once they had received the notice in the mail to express concerns over the east side setback. They had requested the setback to be larger because they did not want light pollution, noise, windows on the east side. Nor did they want any vehicle paths on the east side. They had also suggested shrubs could be planted to reduce sound and lighting.

The Planner noted that increasing the east side yard setback to 4.2m could be a solution.

The applicant agreed to adjust the cottage to meet the 4.2m east yard setback and will work with the contractor to possibly have a greater setback. The 4.2m setback is where the garage is proposed.

The Planner recommends approving the application with a 4.2m east side yard setback. The application is considered minor in impact as the cottage will be located 17m farther from the shore than the existing cottage. Also, a new septic system will be installed 30m from the lake.

The proposal for a walkout cottage will meet the lot coverage of 10% with a slight reduction in the amount of deck proposed. The Floor Space Index will be 10%, meeting the 12% permitted.

The proposal is also desirable and is appropriate for the development of the land in question as the use is permitted and the proposed location of the cottage is much farther away from the lake than the existing cottage.

b) APPLICANT COMMENTS

The applicant explained to the Committee that he had spoken with his contractor about whether the cottage could shift more to the west to enlarge the east side setback. They do believe that they could move the cottage to the west to provide a 4.2m east side setback instead of the original 3.2m side yard setback.

The applicant also noted that no traffic will be on the east side of the property.

The applicant noted there are two windows on the cottage located at a larger setback on the east side because of the angle of the proposed cottage and that the garage is the closest point to the east side.

The applicant confirmed for the Committee that the entrance to the garage is facing the west side, not the east.

c) ORAL & WRITTEN SUBMISSIONS

None.

d) DECISION OF COMMITTEE

RESOLUTION #COA-2026-05

MOVED BY: Richard Schooley
SECONDED BY: Peter Siemons

“THAT, in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, that Minor Variance Application MV26-05 is approved, to allow a variance from the requirements of Section 3.29 (Water Setbacks) and Section 5.2.2 (Interior Side Yard) of Zoning By-Law 2002-121, for the lands legally described as 104 Farren Lake Lane 41, Part Lot 6 Concession 2, in the geographic Township of South Sherbrooke, now known as Tay Valley Township in the County of Lanark – Roll Number 0911-914-015-15000:

- To allow a proposed walk-out cottage to be built at a reduced water setback of 28m rather than the minimum 30m required;
- To allow relief for an east side yard setback of 4.2m rather than the required 6m;

AND THAT, the owners enter into a Site Plan Control Agreement and a Limited Services Agreement prepared by the Township.”

ADOPTED

8. NEW/OTHER BUSINESS

None.

9. ADJOURNMENT

The meeting adjourned at 5:21 p.m.

Minutes - Regular Board Meeting– April 20, 2026

A regular meeting of the Perth and District Union Public Library Board was held on Monday, Apr 20th at 4:30pm, in person and via video conference.

In attendance were:

In person:

E Heesen, **CEO**

L Marsh, **Secretary-Treasurer**

P Coutts, Councillor, Drummond/North Elmsley

D Palmer, Tay Valley

Via videoconference:

T Langford, Tay Valley **Chair**

L Logan, Drummond/North Elmsley

K Jordan, Councillor, Tay Valley

T Parkinson, Drummond/North Elmsley

Regrets:

P Mertins, Town of Perth

G Waterfield, Councillor, Town of Perth

D Hamilton-Foley, Town of Perth

P Coutts called the meeting to order at 4:33 p.m.

Land/Territory Acknowledgement- by P Coutts

Declaration of interest – none.

Additions and approval of agenda

26-15 The agenda was accepted as presented with a motion from D Palmer and seconded by T Parkinson.

Carried.

Consent Agenda

- a. Approval of Minutes of March 16
- b. Correspondence and communications
 - i. News
- c. Committee Reports
 - i. Policy Committee Minutes – April 13 – cancelled due to lack of quorum
- d. Statement of Operations

26-16 The Consent agenda was accepted with a motion by T Parkinson and seconded by L Logan.

Carried.

CEO's Report – E Heesen presented and discussed the April CEO report.

26-17 The CEO's April 2026 report was accepted with a motion by D Palmer and seconded by L Logan.

Carried.

Advocacy Round Table

- a. Upcoming Council Presentations
 - i. Town of Perth – Tuesday May 12 at 5:30pm
 - ii. Drummond/North Elmsley Township – Tuesday May 26 at 3:00pm
 - iii. Tay Valley Township – Tuesday June 2 at 6:00pm
- b. Organizing AMO delegation (Aug 16-19, Ottawa)
- c. OLS Library Board Legacy Planning Guide

Policy Review

- a. 2.A-1 Mission Statement
- b. 2.A-2 Vision Statement

26-18 Motion to approve Policies 2.A-1 and 2.A-2 as presented. Moved by T Parkinson and seconded by D Palmer.

Carried.

Unfinished and New Business

- a. 2026-2027 Agility Plan

26-19 Motion to accept the 2026-2027 Agility Plan as submitted. Moved by T Parkinson and seconded by L Logan.

Carried.

- b. CEO Performance Evaluation - Erika left the meeting and T Langford presented the report.

26-20 Motion to accept the CEO performance appraisal as presented. Moved by T Parkinson and seconded by L Logan.

Carried.

E Heesen returned to the meeting and The Board thanked her for her continued excellent work.

Upcoming Meeting dates

- a. Property Committee Monday May 11, 2026 at 5pm
- b. Board Meeting Monday, May 25, 2026 at 4:30pm
- c. Policy Committee Monday June 1, 2026 at 4pm
- d. Indigenous Advisory Circle, June 24, 2026 at 1pm

26-21 Motion to adjourn moved by D Palmer at 5:12 pm.



**LANARK COUNTY OPP DETACHMENT
BOARD MEETING MINUTES**

WEDNESDAY, APRIL 15, 2026

9:00 AM

Lanark County Council Chambers, 99 Christie Lake Road, Perth

Present: Ed McPherson, Chair, Town of Perth
Dena Comley, Council Representative, Town of Carleton Place
Steve Fournier, Council Representative, Township of Drummond/North Elmsley
Denzil Ferguson, Council Representative, Municipality of Mississippi Mills
Greg Hallam, Council Representative, Tay Valley Township
Ron Closs, Council Representative, Township of Lanark Highlands
Karen Jennings, Council Representative, Township of Montague
Michel Vermette, Community Representative

Others: Stephanie Gray, Lanark County OPP Detachment Board Support Coordinator
Inspector Kerlous Tawdrous, Lanark County OPP
Jasmin Ralph, Clerk
Kurt Greaves, CAO

Absent: Richard Kidd, Council Representative, Beckwith Township
Rodney Bowes, Community Representative

1. MEETING CALL TO ORDER

The meeting was called to order at 9:02 a.m.

A quorum was present.

2. APPROVAL OF AGENDA

MOTION #CS-2026-35

MOVED BY: D. Ferguson **SECONDED BY:** K. Jennings

THAT the agenda be adopted as circulated and read.

ADOPTED

3. DISCLOSURE OF PECUNIARY INTEREST/CONFLICT OF INTEREST AND GENERAL NATURE THEREOF

None at this time.

4. APPROVAL OF MINUTES

MOTION #CS-2026-36

MOVED BY: S. Fournier **SECONDED BY:** K. Jennings

THAT the minutes of the Lanark County OPP Detachment Board held on March 18, 2026 be approved as circulated and read.

ADOPTED

5. PRESENTATIONS AND DELEGATIONS

- i) Lanark Integrated Frontline Team (LIFT)
Tom McKenna, Manager of Health Services, Lanark County Mental Health

T. McKenna provided an overview of the Lanark Integrated Frontline Team (LIFT) program, which consists of a social worker from Lanark County Mental Health, a paramedic from Lanark County Paramedic Service and a nurse practitioner. He noted the data includes Leeds and Grenville, that fentanyl is showing up in most reported overdoses and that there are increasing opioid deaths. Test strips are available for users that can help to identify drugs. LIFT goes to where people are and strives to

reduce barriers and reduce strain on emergency rooms. The decommissioned ambulance now has the LIFT logo and they can do a full scope of practice on the road. They have adopted the community paramedic model. The goal is to expand the program. Saturdays are becoming the busiest day. They are starting to see self-referrals based on recommendations of people who have used LIFT, which is a good ripple effect for trust building. In response to questions from Board members, McKenna said people receive follow up if requested, and it is an obligation with the medical piece to follow up, particularly with medications. Trust building helps to provide a bridge to other offered programs and services. Regarding substance use, McKenna said because of low socioeconomic status, people are often opting for the cheapest substance, which is often fentanyl.

MOTION #CS-2026-37

MOVED BY: D. Comley **SECONDED BY:** S. Fournier

THAT the Lanark Integrated Frontline Team (LIFT) presentation be received as information.

ADOPTED

ii) Q1 Statistics

Inspector Kerlous Tawdrous

Insp. Tawdrous said violent crime continues to trend upward in Lanark County. This may be attributed to growth and population, and also to the Victim Advocate program, which supports women and helps to bridge a gap in police trust and results in more people reporting. He said they continue to look for solutions and community safety is not only a police program. He said there is a growing trend with sexual assaults and youth. With violent crime up, POA offences are down, which is relative to officer availability. Insp. Tawdrous referred to an increased number of complaints against officers, noting five of six were unfounded in the last quarter and one was resolved. He is engaged in complaints processes. Insp. Tawdrous spoke highly of Detachment Operations Clerk (DOC) pilot program, which has helped officers to spend more time on the road and has resulted in better patrol hours. He said he is looking for permanent solution for funding for that program.

MOTION #CS-2026-38

MOVED BY: S. Fournier **SECONDED BY:** K. Jennings

THAT the 2026 Quarter 1 Statistics be received as information.

ADOPTED

- iii) Municipal Policing Bureau Follow-up
Inspector Kerlous Tawdrous

Insp. Tawdrous said the Municipal Policing Bureau could be available for a presentation at the May meeting. Following discussion, it was agreed a presentation to the Board and councillors following the upcoming municipal election might be more valuable. It was suggested to see if they could come in the new year.

MOTION #CS-2026-39

MOVED BY: K. Jennings **SECONDED BY:** D. Ferguson

THAT the Municipal Policing Bureau Follow-Up be received as information.

ADOPTED

- iv) Copper Thefts
Inspector Kerlous Tawdrous

Insp. Tawdrous said OPP arrested an individual who was involved in a number of significant copper thefts last year. This year there have only been a couple and they are following leads on that. Usually there is an increase in thefts in the warmer months.

MOTION #CS-2026-40

MOVED BY: D. Comley **SECONDED BY:** S. Fournier

THAT the Copper Thefts report be received as information.

ADOPTED

- v) Patrol Hours
Inspector Kerlous Tawdrous

Insp. Tawdrous outlined patrol hour targets as staffing has increased. They are seeing a reduction in administration requirements due to the DOC program. This is also allowing for different types of patrols. The challenge is getting people trained to do the different patrols. Each municipality has seen an increase in patrol hours.

MOTION #CS-2026-41

MOVED BY: R. Closs **SECONDED BY:** K. Jennings

***THAT** the Patrol Hours report be received as information.*

ADOPTED

- vi) Serious Incidents
Inspector Kerlous Tawdrous

Insp. Tawdrous outlined two recent serious incidents. The first was a male going door-to-door with a knife in Carleton Place. The male is well known to police as a dangerous offender. Officers were able to respond quickly and the individual remains in custody. The second was a homicide in Perth at Last Duel Park. A media release was issued April 14 indicating it is believed the suspect and victim knew one another and that it is not a random attack. The investigation is being led by the Criminal Investigations Bureau. OPP will continue to update the media.

MOTION #CS-2026-42

MOVED BY: K. Jennings **SECONDED BY:** S. Fournier

***THAT** the report on Serious Incidents be received as information.*

ADOPTED

6. REPORTS

- i) Coordinator Activity Report
Stephanie Gray, Coordinator

S. Gray said more policy updates will be provided in May. She highlighted two successful events in March that were funded through the Proceeds of Crime Grant: Navigating Complex Conversations (with educators and community partners) and Bridging Conversations (with newcomers to Canada). A progress update on the Community Safety and Well-being Plan should be available in March. All grants are currently finished except MCRT and RIDE, and S. Gray is working on final reports for all of the grants. A call for applications for the Community Safety and Policing grants is anticipated this spring, and an application has been submitted for Proceeds of Crime.

MOTION #CS-2026-43

MOVED BY: K. Jennings **SECONDED BY:** D. Comley

***THAT** the Coordinator Activity Report for March 2026 be received as information.*

ADOPTED

- ii) AED Follow-Up Information
Stephanie Gray, Coordinator

S. Gray provided follow-up information related to maintenance of the AEDs as proposed by MP Scott Reid. Insp. Tawdrous said OPP is piloting the program and GHQ will be gathering information and developing Standard Operating Procedures. He recommended putting a pause on MP Reid's offer for now. He said OPP will do a pilot project this year and, if successful, will likely do a procurement and a large purchase. Insp. Tawdrous will provide an update later this year or early 2027. S. Gray will contact the MP's office to provide this update.

MOTION #CS-2026-44

MOVED BY: K. Jennings **SECONDED BY:** D. Ferguson

***THAT** the AED Follow-Up Information report be received as information.*

ADOPTED

- iii) Zone 2 Meetings - Prescott and Carleton Place (Verbal)
Stephanie Gray, Coordinator

S. Gray asked if there are additional attendees for the Zone 2 meeting in Prescott as the RSVP deadline is April 16. She provided an overview of preparations so far for the upcoming Zone 2 meeting in Carleton Place on June 19. E. McPherson confirmed he will say a few words on behalf of the Board.

MOTION #CS-2026-45

MOVED BY: K. Jennings **SECONDED BY:** D. Comley

***THAT** the Zone 2 Meetings update be received as information.*

ADOPTED

7. EXTERNAL ORGANIZATION UPDATES

8. MOTIONS

9. BY-LAWS

10. INFORMATION LISTING

- i) Traffic Advisory Working Group Minutes - October 2025 and December 2025
- ii) Agenda for OAPSB Zone 2 Meeting - April 24, 2026

11. OTHER BUSINESS

- i) N. Fennell - Traffic Concern on Sunset Boulevard, Perth

Ed McPherson, Chair

E. McPherson indicated he has forwarded this information to the Town of Perth.

MOTION #CS-2026-46

MOVED BY: S. Fournier **SECONDED BY:** K. Jennings

***THAT** the Traffic Concern on Sunset Boulevard, Perth, correspondence be received as information.*

ADOPTED

- ii) Municipal Updates (Roundtable)

None

- iii) Election of Chair and Vice Chair
Stephanie Gray, Coordinator

E. McPherson and M. Vermette indicated they are not opposed to continuing in their roles for the remainder of the term.

MOTION #CS-2026-47

MOVED BY: R. Closs **SECONDED BY:** S. Fournier

***THAT**, as per Section 2.3 in Bylaw 2025-03 pertaining to Suspension of Rules, the Detachment Board suspends Section 5.1 of the By-law pertaining to Inaugural meetings,*

***AND THAT** the appointments of E. McPherson as Chair and M. Vermette as Vice Chair continue until Nov. 15, 2026.*

ADOPTED

- iv) Court Security
Ed McPherson, Chair

E. McPherson provided a brief update related to the burden of

court security costs on the Town of Perth and that Lanark County is working on getting more information about costs prior to developing related agreements to share the costs across the local municipalities.

MOTION #CS-2026-48

MOVED BY: K. Jennings **SECONDED BY:** D. Comley

***THAT** the Court Security report be received as information.*

ADOPTED

12. NOTICE OF MOTIONS

13. ANNOUNCEMENTS

14. CLOSED SESSION

15. RISE AND REPORT

16. ADJOURNMENT

MOTION #CS-2026-49

MOVED BY: S. Fournier **SECONDED BY:** K. Jennings

***THAT** the meeting be adjourned at 10:02 a.m.*

ADOPTED

4.0 Adoption of Agenda

Resolution 1-260426

Moved by:

Brian Dowdall

Seconded by:

Joe Aragona

THAT the Board of Directors of the Rideau Valley Conservation Authority adopts the Agenda as circulated.

Resolution Carried

5.0 Declaration of Interest

There were no declarations of interest.

6.0 Approval of Minutes of March 26, 2026

Resolution 2-260426

Moved by:

Adrian Wynands

Seconded by:

Steve Fournier

THAT the Board of Directors of the Rideau Valley Conservation Authority approves the Minutes of the Board of Directors Meeting #03/26, March 26, 2026 as circulated.

Resolution Carried

7.0 Business Arising from the Minutes

There was no business arising.

8.0 2025 Audited Financial Statements and Report of the Auditor

Kathy Dallaire, Manager of Finance, welcomed Jamie Pollock and Julia Tilley of MNP LLP and provided background on the 2025 audit. She noted that the audited financial statements, Report of the Auditor, and related materials were reviewed by the Audit Committee on April 9, 2026.

Mr. Pollock presented the Audited Financial Statements for the year ended December 31, 2025, and the Independent Auditor's Report. He highlighted that MNP LLP issued an unqualified clean audit opinion and that no adjustments were required following completion of the audit.

No questions were raised by members of the Board.

Resolution 3-260426

Moved by:

Trevor Johnson

Seconded by:

Kristin Strackerjan

THAT the Board of Directors of the Rideau Valley Conservation Authority approves the attached Draft 2025 Audited Financial Statements, Independent Auditor's Report, and corrected Reserve Continuity Schedule for the year ending December 31, 2025 and receives the 2025 Audit Findings and Independence Letter.

Resolution Carried

Mr. Pollock thanked Ms. Dallaire and her staff for their support throughout the audit process and for the opportunity to present the report to the Board of Directors. Chair Waterfield thanked the auditors and dismissed them from the meeting.

Jamie Pollock and Julia Tilley left 7:07 p.m.

9.0 2025 Annual Report

Diane Downey, Director of Communications, and Glen McDonald, Director of Planning and Regulations, presented the attached slides highlighting key accomplishments and initiatives from RVCA's 2025 Annual Report.

Chair Waterfield remarked that the special 60 year history timeline in this year's annual report is excellent and that the report reflected great work and great pride in the RVCA.

Resolution 4-260423

Moved by: Trevor Johnson
Seconded by: Anne Barr

THAT the Board of Directors of the Rideau Valley Conservation Authority approves RVCA's 2025 Annual Report for distribution.

Resolution Carried

10.0 Proposed Consolidation of Conservation Authorities

Sommer Casgrain-Robertson provided an update on the proposed consolidation of Conservation Authorities and referenced the presentation materials from the Ministry of the Environment, Conservation and Parks dated April 9, 2026 on page 39 of the agenda package.

Chair Waterfield expressed his interest and willingness to serve on the transition committee.

A member asked how the Board and conservation authority continues to operate with an upcoming municipal election. Ms. Casgrain-Robertson

explained that the wording in the Conservation Authorities Act states that Board members continue to serve until their municipality reappoints them or appoints a replacement member, regardless of the election outcome. She indicated that this year it will be important for current members to continue serving after the election until the new regional Board begins so that the RVCA can continue to conduct key business. She noted that sometimes if a member does not return to Council they do not wish to continue serving on the RVCA board, in which case a formal resignation is requested because then it creates a vacant seat which does not impact quorum.

A member asked how the 2027 budgets prepared by the four conservation authorities will get merged. Ms. Casgrain-Robertson indicated that it is unlikely that finances or budgets will get merged for 2027 as the new regional conservation authorities will just be forming. Staff have been advised to treat 2027 as a status quo year for budgets and program delivery.

A member asked how representation would work and indicated that the City of Ottawa had passed a motion requesting adequate seats. Ms. Casgrain-Robertson advised that a regulation is expected in the fall outlining the formula for board representation which will be based on population. The province has indicated that each upper and single tier municipality will have at least one seat and that municipalities will be subject to a maximum number of seats which has not been determined yet.

Another member clarified that the recent City of Ottawa Council motion requests two seats on the transition committee and that it asks the Province to pause its transition activities. The member then asked what the consolidation would mean for Drinking Water Source Protection. Ms. Casgrain-Robertson advised that the St. Lawrence Region is made up of two source protection regions so there should be no impact on boundaries or disruption in program delivery.

A member asked what would happen to reserves as a result of amalgamation noting the importance of RVCA's reserves. Ms. Casgrain-Robertson advised that ultimately it would be up to the new regional board to determine how reserves are managed in the future, but that it would be advisable for conservation authorities to demonstrate a need and purpose for key reserves to rationalize keeping them allocated for that purpose.

A member asked how conservation authorities will maintain communication with lower tier municipalities if they are no longer represented on the board. Ms. Casgrain-Robertson acknowledged that while responsibility for board members and levies is shifting to upper and single tier municipalities, conservation authorities will still be delivering many services for or with lower tier municipalities. She emphasized the importance of maintaining strong communication with lower tier municipalities and noted that conservation authorities will need to make a concerted effort to maintain that relationship, which could partially be achieved through watershed councils.

A member noted that the transition period seems focused on administration and governance and asked when operations and looking for efficiencies would occur. Ms. Casgrain-Robertson confirmed that the transition period is focused on governance and corporate services including human resources, information technology and finance. She indicated that given the tight transition timeline, conservation authorities expect that programs and services will continue to operate as they are for 2027.

Resolution 5-260423

Moved by: Joe Aragona
Seconded by: Anne Barr

THAT the Board of Directors of the Rideau Valley Conservation Authority receives the report for information.

Resolution Carried

11.0 MFIPPA Annual Report

Ms. Casgrain-Robertson presented RVCA's 2025 MFIPPA Annual Report.

A member sought clarification between the RVCA summary and IPC report regarding the number of access requests received. Ms. Casgrain-Robertson noted that two requests were received in 2025, but three were completed as one had been received at the end of 2024 and was completed in the new year.

Resolution 6-260423

Moved by: Kristin Strackerjan
Seconded by: Wilson Lo

THAT the Board of Directors of the Rideau Valley Conservation Authority receives the RVCA's Freedom of Information Requests 2025 Summary Report.

Resolution Carried

12.0 JHSC Summary Report

Ms. Casgrain-Robertson presented RVCA's 2025 Joint Health and Safety Committee Annual Report.

Resolution 7-260423

Moved by: Steve Fournier
Seconded by: Theresa Kavanagh

THAT the Board of Directors of the Rideau Valley Conservation Authority receives the RVCA's Joint Health and Safety Committee 2025 Summary Report.

Resolution Carried

13.0 Meetings

- a) Source Protection Committee Meeting – April 2, 2026
- b) Audit Committee Meeting – April 9, 2026
- c) Eastern Ontario General Managers Meeting – April 10, 2026
- d) Frontenac Arch Biosphere Network Advisory Council Meeting – April 14, 2026

Upcoming

- e) Conservation Ontario AGM – April 27, 2026
- f) General Managers Meeting – April 28, 2026
- g) Lake Networking Group Spring Meeting – May 13, 2026
- h) International Flood Management Conference – May 20-22, 2026

14.0 Member Inquiries

A member asked whether there were any updates related to flood watch conditions. Isabelle Maltais, Director of Watershed Science and Engineering, provided a flood update for the Rideau and Ottawa Rivers.

A member noted the upcoming Sustainability Fair to be held at the North Grenville Municipal Centre.

15.0 New Business

16.0 Adjournment

The Chair adjourned the meeting at 8:12 p.m. on a resolution by Wilson Lo.

Gary Waterfield
Chair

Marissa Grondin
Recording Secretary

Sommer Casgrain-Robertson
General Manager/Secretary-Treasurer