

**OFFICIAL PLAN FOR THE
TOWN OF MATTAWA**

**Prepared for:
The Town of Mattawa**

**Prepared by:
Proctor & Redfern Limited
1040 Lorne St. S.
Sudbury, Ontario
P3A 4R9**

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E.O.: 90035-811



**TOWN OF MATTAWA
OFFICIAL PLAN**

SEPTEMBER 1991

TABLE OF CONTENTS

Page

| | | |
|------------|---|----|
| 1.0 | INTRODUCTION TO THE PLAN | |
| 1.1 | Short Title | 1 |
| 1.2 | Defined Area | 1 |
| 1.3 | Purpose and Effect of the Plan | 1 |
| 1.4 | Basis of the Official Plan | 2 |
| 1.5 | Objectives of the Official Plan | 5 |
| 2.0 | LAND USE POLICIES | |
| 2.1 | Land Use Designations | 6 |
| 2.2 | Secondary Uses | 7 |
| 2.3 | Residential Uses | 8 |
| 2.4 | Commercial Uses | 10 |
| 2.5 | Highway Commercial Uses | 11 |
| 2.6 | Industrial Uses | 13 |
| 2.7 | Open Space Uses | 14 |
| 2.8 | Rural Uses | 15 |
| 2.9 | Land Availability | 16 |
| 2.10 | Group Homes | 18 |
| 2.11 | Affordable Housing | 18 |
| 2.12 | Land Division | 19 |
| 3.0 | COMMUNITY IMPROVEMENT AND WATERFRONT DEVELOPMENT | |
| 3.1 | Goals | 22 |
| 3.2 | Objectives | 22 |
| 3.3 | Criteria for Designation | 23 |
| 3.4 | Community Improvement Area Designation | 24 |
| 3.5 | Phasing | 25 |
| 3.6 | Implementation | 25 |
| 4.0 | FLOOD LANDS | |
| 4.1 | Mattawa River Floodway Policies | 28 |
| 4.2 | Mattawa River Flood Fringe Policies | 29 |
| 4.3 | Placement of Fill and Site Plan Control | 29 |
| 4.4 | Ottawa River Floodway Policies | 30 |
| 5.0 | MUNICIPAL SERVICES AND ROADS | |
| 5.1 | Municipal Services and Roads | 32 |
| 5.2 | Municipal Parks | 33 |

TABLE OF CONTENTS (CONTINUED)

6.0 IMPLEMENTATION AND ADMINISTRATION

| | | |
|------|--|----|
| 6.1 | Zoning By-law | 34 |
| 6.2 | Temporary Use By-law | 34 |
| 6.3 | Existing Uses | 35 |
| 6.4 | Non-Conforming Uses | 35 |
| 6.5 | Site Plan Control | 36 |
| 6.6 | Amendments, Variances and Development Applications | 37 |
| 6.7 | Public Works, Community Services and Facilities | 38 |
| 6.8 | Municipal Budget | 38 |
| 6.9 | Public Works and By-laws to Conform with Official Plan | 39 |
| 6.10 | Property Standards | 39 |
| 6.11 | Ontario Building Code | 39 |
| 6.12 | Tariff of Fees | 39 |
| 6.13 | Development Charges | 40 |
| 6.14 | Revisions and Amendments | 41 |
| 6.15 | Technical Amendment | 41 |
| 6.16 | Interpretation of Plan | 42 |

SCHEDULES

SCHEDULE A - LAND USE

SCHEDULE B - COMMUNITY IMPROVEMENT AREA

APPENDIX

BACKGROUND REPORT

ADOPTION BY-LAW FOR OFFICIAL PLAN

BY-LAW NO. 91-34

The Council of the Corporation of the Town of Mattawa in accordance with the provisions of the Planning Act, 1983, hereby enacts as follows:

1. THAT the Official Plan and all amendments thereto for the Mattawa Planning Area (approved by the Minister of Municipal Affairs on November 3, 1981 and subsequently amended), is hereby repealed;
2. THAT By-law No. 80-13 which adopted the Official Plan for the Mattawa Planning Area is hereby repealed;
3. THAT this Official Plan for the Mattawa Planning Area, consisting of the attached maps entitled Schedules "A" and "B" and explanatory text, is hereby adopted.
4. THAT the Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for the approval of this repeal and the approval of the attached Official Plan for the Mattawa Planning Area.
5. THAT this by-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED THIS 28th DAY OF October, 19 .


MAYOR


CLERK

CERTIFIED that the above is a true copy of By-law No. 91-34 as enacted and passed by the Council of the Town of Mattawa.


CLERK

1.0 INTRODUCTION

1.1 Short Title

This Plan may be cited as the "Mattawa Official Plan."

1.2 Defined Area

This Plan applies to all the land included within the boundaries of the Town of Mattawa, as shown on Schedules A and B.

1.3 Purpose and Effect of the Official Plan

The purpose of this Official Plan is to establish clear, practical objectives and policies to guide future physical development in the Town of Mattawa, while having regard for relevant social, economic and environmental matters.

The authority to prepare the Official Plan is assigned directly to Council. Once the Official Plan has been approved by the Minister of Municipal Affairs and is in effect, it means that Council and municipal officials must follow the Plan; all public works must conform to the Plan; and, all municipal by-laws must conform to the Plan.

In order to change the Official Plan, a document called an Official Plan Amendment must be prepared. An Official Plan Amendment may be required to recognize a change in circumstances, or to accommodate a request for an amendment. The process for dealing with an Official Plan Amendment is generally the same as for an Official Plan.

Flexibility has been built into the Official Plan in order to give Council scope for interpretation when making decisions on land use matters, provided the general intent of the Plan is maintained.

1.4 Basis of the Official Plan

The policies of this Official Plan have been based on the following assumptions:

1. The character of the community will not change significantly although the Plan anticipates that some new industry may establish in Mattawa within the time frame of this Plan.
2. The majority of Mattawa's inhabitants will continue to be employed in nearby lumber and wood products industries or in the expanding tourist industry.
3. The Town of Mattawa functions as the service centre for industry, residents of the surrounding area, and travellers.
4. The Plan is based on various surveys and investigation of physical, social and economic conditions. A Background Study at the end of the Plan highlights the findings that have contributed to the formulation of the Plan and which should be referred to for background information and for further guidance in interpreting the general intent of the Plan.
5. The permanent population of the Town of Mattawa was 2,490 in 1990, indicating an overall decrease of 10% or 279 people from 1976 to 1990. In the last 5 years the population has decreased at the rate of about 0.5% per year. The population decline appears to be leveling off.

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6. Growth is desired by Council. It is Council's objective to have sufficient land available for residential, commercial, recreational, and industrial purposes in order to attract new residents and to expand and diversify the local economy. In order to ensure the provision of land for growth and provide a design figure for the purpose of calculating land and servicing requirements, a design population of 3000 is recommended for planning purposes. This represents an increase of 509 people or 20.4% over the present population of 2,491.
 7. Land needed for growth within the Town will be serviced with municipal water supply and sewage disposal systems.
 8. There is a need to improve the commercial/business tax base. Assessment ratios for 1990 were 74:26 respectively for residential/farm and commercial/business.
 9. The text of the Plan is set out in paragraphs of explanation and numbered policy statements. The policy statements embody the essentials of the Plan which will govern through the authority of the Planning Act where it states that no public works shall be undertaken and no by-laws passed that do not conform to the Plan. The paragraphs of explanation are to provide further information which will assist in the interpretation of the policy statements and help clarify the general intent of the Plan.
 10. The Plan is divided into five parts. Part One establishes the general intent, purpose and objectives of the Official Plan. Part Two establishes the relevant land use policies to guide planning and development in the municipality. Part Three establishes the community improvement and waterfront development policies for the Town. Part Four establishes policies for municipal services and roads. Part Five establishes policies for implementation, administration and interpretation of the Official Plan.

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11. **The Official Plan will guide planning and development for the next 10 years. Periodic revisions will be required to reflect changing circumstances, legislative changes, the policies, priorities and aspiration of Council and local residents, and to keep the Plan current.**

1.5 Objectives of the Plan

The Plan is based on the following objectives:

1. To preserve and enhance those attributes that establish the quality and character of the Town.
2. To promote a logical, orderly and economic pattern of development in the Town and ensure compatibility between land uses.
3. To provide municipal services and facilities within the Town's financial capabilities.
4. To ensure that new developments in the Town are conducted in a sound, environmentally acceptable manner.
5. To improve physical services, roads, and community facilities to satisfy the needs of the residents of the Town.
6. To encourage affordable housing in the Town.
7. To encourage community improvement.
8. To encourage the establishment of new industry and commerce suitable for the Town.
9. To provide policies and guidelines for evaluating development proposals.
10. To establish a framework for the municipal zoning by-law.
11. To encourage public participation in the planning of the Town.

2.0 LAND USE POLICIES

An objective of the Plan is to promote the development of an orderly, economic and attractive land use pattern in the Town of Mattawa. To achieve this, the Town of Mattawa has been divided into a number of land use designations, the general pattern of which is set out on Schedule A. Policies have also been developed for these land uses. It is the intention of Council that the lands in the Town of Mattawa be developed in accordance with the policies in this Official Plan and as shown on Schedule "A".

2.1 Land Use Designations

2.1.1 The Town of Mattawa is divided into the following land use designations: Residential, Commercial, Highway Commercial, Industrial, Open Space, and Rural.

2.1.2 The following land uses are permitted to establish in any land use designation shown on Schedule A provided that Council considers them to be necessary and in agreement with the intent of the Plan:

- a) Parks and Open Space areas and municipal recreation facilities;
- b) Home occupations that are of limited extent and operation;
- c) The essential operations of governments, municipally associated institutional uses, utilities and transportation agencies excluding their offices and maintenance facilities, provided that they are designed as far as possible to harmonize with the character of the area in which they are located;

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- d) The development of electric power facilities shall occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power. As such, it is the policy of this Plan that electric power facilities are permitted in all land use designations without a Plan Amendment provided that the planning of all such facilities is carried out having regard to the other policies of this Plan. Furthermore, Ontario Hydro shall consult with the municipality on the location of any new electric power facilities.

2.1.3 Wherever a use is permitted in a land use designation, it is intended that uses, buildings or structures normally incidental, accessory and essential to that use shall also be permitted.

2.1.4 In all land use designations it is the intent of this Plan that no development be permitted on flood lands except as provided for by the Flood Lands and Mattawa Special Policy Area policies of this Plan.

2.2 Secondary Uses

2.2.1 In all land use designations, it is the intent of this Plan that compatible secondary uses shall be permitted provided:

- a) the proposed use is compatible with the primary uses and with the area as already established;
- b) the impact on adjacent and nearby uses is minimal;
- c) parking and loading facilities are adequate for the proposed use;
- d) sewage and water facilities are adequate to accommodate the proposed use;

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- e) the noise and traffic generation that the use may give rise to is not excessive in relation to the character of the area as already established.
 - f) they meet all appropriate health and environmental standards;
 - g) they do not restrict the potential for economic activities related to the resources of the area;
 - h) the land is not subject to hazardous conditions.

2.2.2 Except as provided elsewhere in this Plan, all secondary uses shall require a zoning by-law amendment.

2.3 Residential Uses

Large parts of the Town have been designated Residential. In general, the Residential designation applies to land which may be required for housing purposes and which are suitable for housing from a topographic and servicing point of view.

2.3.1 The Residential designation shall mean that the predominant use of land shall be for residential purposes. In addition, home occupations, public and institutional uses and local commercial uses which are compatible with the surrounding residential area may be permitted. More specifically, this designation shall include such uses as:

- single family dwellings
- two family dwellings
- home occupations that are of limited extent and operation
- public uses

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- community facilities such as a library, schools, churches, arenas, community centres, parks and playgrounds

2.3.2 Corner stores may be permitted by way of an amendment to the zoning by-law.

2.3.3 Multiple family residential uses shall be encouraged to locate in the Residential area where sewer and water capacities are adequate and lot size is appropriate for the proposed use. Such uses shall require a zoning by-law amendment.

2.3.4 In addition to those uses listed in Section 2.3.1, the Algonquin Nursing Home is recognized as a permitted use within the Residential land use designation.

2.3.5 Major new development shall be by registered plan of subdivision based on an overall development plan which has been developed using acceptable planning principles and standards; and all areas shall be adequately serviced with paved roads, municipal water and sewage collection systems, and other services which in the opinion of Council, may be deemed desirable, prior to development occurring.

2.3.6 Adequate off-street parking shall be provided for all permitted uses.

2.3.7 The Residential uses shall be included in a separate zoning classification in the Restricted Area By-law, with separate sub-classifications where appropriate.

2.4 Commercial Uses

The Commercial designation identifies the central business area of Mattawa. It is the general intent of Council to foster the business function of this area by promoting all types of commercial uses and by encouraging community improvement. Residential accommodation accessory to commercial uses will be encouraged to locate in the Commercial designation. In keeping with the intent of the Plan to strengthen the existing commercial area, improvements will be encouraged by such means as demolitions, redevelopment, renovation, and by the construction of new commercial and public buildings.

2.4.1 The primary uses permitted in the Commercial designation are general commercial and tourist commercial uses, and general business activities appropriate to a commercial area. More specifically this designation shall include such uses as:

- retail commercial establishments
- places of entertainment
- eating establishments
- banks
- business or professional offices
- community facilities
- service shops and accessory retail uses
- public uses

2.4.2 Accessory residential accommodation for store owners, operators or as rental units associated with commercial uses may be permitted without an amendment to the zoning by-law provided:

- a) the residential use is accessory to the main commercial use;

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- b) the entrance to the residential use shall be separate from the commercial entrance;
 - c) the residential use is located in the second or third floor of the commercial use.

2.4.3 No open storage of goods or material shall be permitted.

2.4.4 Council shall undertake to provide municipal parking areas in suitable locations in the downtown commercial area.

2.4.5 The Commercial uses shall be included in a separate zoning classification in the implementing Restricted Area By-law.

2.5 Highway Commercial Uses

Lands along Highway 17 have been designated as Highway Commercial. It is the intent of Council to encourage a wide variety of highway, service and tourist commercial uses in this designation.

2.5.1 The primary uses permitted in the Highway Commercial designation are highway commercial, tourist commercial and service commercial uses mainly oriented to automobile and truck traffic or the tourist trade and the furnishing of bulk supplies. More specifically this designation shall include such uses as:

- gas stations
- automobile sales and service
- hotels
- motels
- cabins

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- places of amusement and recreation such as a bowling alley or private club
 - restaurants
 - gift shops
 - establishments supplying fuel, building materials, or hardware
 - automobile repair shops

2.5.2 Accessory residential accommodation for store owners, operators or as rental units associated with commercial uses may be permitted without an amendment to the zoning by-law provided:

- a) the residential use is accessory to the main commercial use;
- b) the entrance to the residential use shall be separate from the commercial entrance;
- c) the residential use is located in the second or third floor of the commercial use.

2.5.3 Adequate off-street parking and loading facilities shall be provided for all permitted uses. Access points to such parking areas shall be limited in number and designed in a manner that will minimize the danger to both vehicular and pedestrian traffic.

2.5.4 Adequate aesthetically pleasing buffering shall be provided between the Highway Commercial Uses and any adjacent residential areas to reduce the impact of noise, light, traffic, and view on those adjacent residential areas. Such buffering may include the provision of grass strips, the planting of trees and shrubs, the use of open space, a berm, wall, fence, planting or any combination of these sufficient to accomplish the intended purposes.

2.5.5 No open storage of goods or materials shall be permitted adjacent to residential areas, or in front yards, or adjacent to watercourses.

2.5.6 Multiple commercial uses may be permitted on a lot.

2.5.7 Highway Commercial uses shall be included in a separate zoning classification in the implementing Restricted Area By-law.

2.6 Industrial Uses

An area south of the CPR rail lines has been designated for industrial purposes.

2.6.1 The primary uses permitted in the Industrial designation are industrial uses that are of an unobnoxious and non-polluting nature. More specifically this designation shall include all forms of industrial activity including:

- manufacturing
- fabricating
- processing of goods and materials
- warehousing
- storage
- repair
- builders' yards
- transportation and communications facilities
- public utilities

2.6.2 Adequate off-street parking and loading and unloading facilities shall be provided for all permitted uses.

2.6.3 Adequate aesthetically pleasing buffering shall be provided between the Industrial uses and any adjacent Residential, Commercial or Highway Commercial areas to reduce the impact of noise, light, traffic, and view on those adjacent areas. Such buffering could include the provision of grass strips, the planting of trees and shrubs, the use of open space, a berm, wall, fence, planting or any combination of these sufficient to accomplish the intended purpose.

2.6.4 All industrial uses shall meet the requirements of the Ministry of the Environment.

2.6.5 The Industrial uses shall be included in a separate zoning classification in the implementing Restricted Area By-law.

2.7 Open Space Uses

The provision of parks, open space and recreational facilities is an objective of Council. Special efforts will be made to link the waterfront area, and other open space and park areas, within the Town.

2.7.1 The primary uses permitted in the Open Space designation shall include such uses as:

- active and passive parks,
- open space
- wildlife areas
- conservation and public recreation facilities

2.7.2 Tourist commercial services and facilities appropriate for a waterfront area shall be encouraged along the Mattawa and Ottawa Rivers. Such uses shall require a zoning by-law amendment.

2.8 Rural Uses

The non-urban part of the Town has been designated as Rural. It is the intent of Council that future growth in the Rural designation will be controlled to prevent problems that may result when development occurs in areas not adequately supplied with municipal services and other public works, and to avoid excessive costs for such work in the future. In this respect, extensive new development and plans of subdivision shall be considered premature until municipal water and sewer services are available. A moderate demand for rural residences which will provide an alternative to the urban residential lifestyle in the built up part of Mattawa is expected. A moderate demand for commercial and industrial uses is also expected.

2.8.1 The primary uses permitted in the Rural designation include such uses as:

- conservation
- parks and playgrounds
- public uses
- single family dwellings
- commercial uses
- industrial uses

2.8.2 Single family dwellings, may be permitted in the Rural designation without an amendment to the zoning by-law provided:

- a) they are located on a lot that can be legally conveyed under the Planning Act;
- b) they meet all the requirements of the Ministry of the Environment or its designated agency for sewage disposal and potable water supply;
- c) they are not located on a flood prone area, on hazard land or on land that may be prone to slumping due to unstable banks;

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- d) the lot or parcel has frontage on an existing public road maintained year-round.

2.8.3 Commercial and Industrial uses may be permitted in the Rural designation by an amendment to the zoning by-law, provided they meet all health and environmental standards and the criteria listed in Section 2.8.2.

2.8.4 All lots in the Rural designation shall be capable of supporting private individual sewage disposal and water supply systems.

2.8.5 Residential subdivisions shall not be permitted in the Rural land use designation.

2.9 Land Availability

It is Council's intent to ensure that sufficient land is available to meet the anticipated development needs of the Town.

2.9.1 Council shall encourage the development of privately and publicly owned land in accordance with the policies and land use designations of this plan.

2.9.2 Where private land owners do not or cannot make land available for development Council may initiate development of municipally owned land for a variety of land uses, including residential, commercial, industrial, waterfront and recreational uses, in accordance with long term municipal needs.

2.9.3 New residential subdivisions shall generally be contiguous to existing built up areas in Mattawa. The subdivider shall bear all the costs of providing services within the subdivision and where applicable, the extension or upgrading of services.

2.9.4 Council shall encourage a minimum 3-5 year availability of land for community development needs.

2.10 Group Homes

2.10.1 Council will encourage group homes in appropriate locations throughout the municipality. For the purposes of this Plan, group homes are defined as a single housekeeping unit in a residential dwelling in which three to ten residents, excluding staff or the receiving family live as a family under responsible supervision consistent with the requirements of its residents; the home is licensed or approved under provincial statute and in compliance with municipal by-laws.

2.10.2 Group homes shall be permitted in all areas in which residential dwellings are permitted, provided that each group home is located at least 200 metres from another group home. All group homes shall be licensed or approved under provincial statute and be in compliance with municipal by-laws. The establishment of a group home shall require an amendment to the zoning by-law.

2.11 Affordable Housing

2.11.1 Council will encourage affordable housing in the municipality through residential intensification and smaller lot sizes, by encouraging non-profit housing and a mix of housing types.

2.11.2 Council shall undertake to update the Mattawa Municipal Housing Statement.

2.11.3 Mobile home dwellings shall not be permitted in the Town of Mattawa.

2.12 Land Division

It is the intent of Council that major land development in the Town shall generally occur by plan of subdivision. Where in the opinion of Council, a plan of subdivision is not necessary for proper and orderly development, a consent to a land conveyance may be granted in accordance with the following applicable policies.

2.12.1 Consents may be granted in accordance with the following applicable policies:

- a) it is clearly apparent that no development could result which would lead to significant expense by the Town for additional public works;
- b) it contributes to infilling or the minor extension of areas that are already substantially developed;
- c) the size and shape of the parcel is appropriate for the use proposed;
- d) the proposed use is compatible with adjoining uses;
- e) the parcel fronts on a year round maintained public road which is of an acceptable standard of construction;
- f) access to the parcel does not create a traffic hazard due to limited sight lines on curves or grades;
- g) that lots on private individual services have an adequate supply of potable water and suitable soil conditions for an approved sewage disposal system.
- h) that soil and drainage conditions are suitable for the proposed development.

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- i) that municipal sewer and water services are adequate to support the proposed development, where such services are available.
 - j) Council has regard for the policies of Section 6.6.

2.12.2 Consents may also be granted for the following purposes:

- a) to correct lot boundaries;
- b) to convey additional lands to an adjacent lot provided the conveyance does not lead to the creation of an undersized or irregularly shaped lot for the purpose for which it is being used;
- c) to separate dwellings or structures in existence at the date of adoption of this Plan;
- d) to clear title;
- e) for municipal or other government purposes.

2.12.3 In considering an application for plan of subdivision Council shall have regard for the policies of Section 6.6.

2.12.4 Upon draft approval of a plan of subdivision by the Minister, the developer shall be required to enter into an agreement with the Town relating to the following matters, among others:

- a) road requirements;
- b) drainage requirements;
- c) access requirements;

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- d) servicing requirements;
 - e) financial requirements;
 - f) performance requirements of the developer

2.12.5 Council may consider deeming all plans of subdivision which are eight years of age or over, not to be registered plans of subdivision pursuant to Section 49(4) of the Planning Act.

2.12.6 For all new subdivision development requiring the installation of roads, sewer and water systems, the applicant shall provide an engineering report to establish:

- a) that municipal sewer and water services are adequate to support the proposed development;
- b) that soil and drainage conditions are suitable for the proposed development.

The engineering report shall be provided and Council approval shall be obtained prior to any construction or excavation activity.

3.0 COMMUNITY IMPROVEMENT AND WATERFRONT DEVELOPMENT

It is a priority of Council to undertake a program of community improvements. Community improvement may be generally defined as encompassing all those activities, both public and private, which maintain, rehabilitate and redevelop the existing physical environment to accommodate the social and economic priorities within the community. These activities will improve the general appearance and economic viability of the Community Improvement Area.

The major focus for Council's community improvement efforts will be the downtown area, the entrances to the community and the two waterways. Community improvement activities will also be undertaken in other parts of the Municipality. All of the Town of Mattawa has been designated a Community Improvement Area as shown on Schedule B.

3.1 Goals

3.1.1 The goal of Council is to encourage community improvement by developing a strong planning framework to guide community improvement activities in order to maintain the community as a desirable place to live; and to encourage additional employment and business opportunities by creating a positive investment climate.

3.2 Objectives

3.2.1 In undertaking community improvement it is the policy of Council:

- a) to maintain or improve municipal services, public utilities and social and recreational facilities;

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- b) to improve conditions in older, residential neighbourhoods;
 - c) to improve the property and business tax base by encouraging economic expansion and new development by both the private and public sectors;
 - d) to promote the revitalization of the downtown business area;
 - e) to undertake significant improvements to the waterfront including recreational, docking and shorebased facilities;
 - f) to improve parking facilities in the downtown business area;
 - g) to encourage investment and improvement in the maintenance and rehabilitation of existing commercial, industrial, institutional and residential buildings and structures.

3.3 Criteria for Designation

3.3.1 Community improvement areas will be selected where one or more of the following characteristics are exhibited:

- a) a deterioration or deficiency in municipal services such as: substandard communal water supply and sewage disposal facilities; substandard or obsolete pipes, pumping or treatment equipment due to age or design; substandard roads, curbs and sidewalks; inadequate and insufficient street lighting;

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- b) a deterioration or deficiency in municipal community services and recreational facilities such as: a lack of facilities including parks and open space, playground equipment, marinas and docking facilities, and indoor and outdoor recreation facilities;
 - c) a deterioration or deficiency in streetscaping such as; a lack of waste containers and benches; substandard landscaping, and the need for general beautification;
 - d) poor housing and/or building conditions due to age, appearance and inability to meet current energy efficiency and structural standards;
 - e) poor drainage conditions such as flooding, ponding in low lying and flat areas and inadequate ditching;
 - f) land use conflicts such as: incompatible and unsightly land uses; poor urban design; encroaching land uses and poor access;
 - g) a need for improved parking facilities and signage;
 - h) opportunities for improvements and/or infilling of vacant or under-utilized properties and buildings.

3.4 Community Improvement Area Designation

- 3.4.1 The Community Improvement Area shown on Schedule B to this Plan is based on and meets the above criteria and delineates the area where Council shall direct its community improvement efforts.

3.5 Phasing

3.5.1 In the phasing of community improvements it is the policy of Council:

- a) to undertake improvements in community improvement project areas designated under Section 28(2) of the Planning Act, 1983;
- b) to integrate community improvement projects into other municipal improvement programs;
- c) to determine specific community improvement project priorities and the budget allocation as part of the annual municipal budgeting process;
- d) to undertake improvements in the community improvement project areas based on: the number and severity of the deficiencies; the benefits of the improvement to the project area and the municipality; the degree of municipal commitment and public support for the project; and the financial resources available.

3.6 Implementation

3.6.1 In the implementation of a community improvement program within the selected Community Improvement Area it is the policy of Council:

- a) to undertake community improvement in accordance with the provisions of Section 28 of the Planning Act, 1983;
- b) to designate community improvement project areas under Section 28 of the Planning Act, 1983;

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- c) to prepare and adopt, under Section 28(4) of the Planning Act, 1983, community improvement plans for the areas designated as community improvement project areas;
 - d) to use public funds acquired through appropriate municipal, provincial and federal programs to assist in implementing the community improvement policies of this Plan.
 - e) to encourage adequate standards of property maintenance and occupancy by enforcing a property maintenance and occupancy By-law in accordance with the Planning Act, 1983.
 - f) to provide support for historical preservation by enacting, if required, a by-law to designate properties of architectural or historical value or interest in accordance with the Ontario Heritage Act and by preparing a Heritage Plan;
 - g) to acquire, clear, grade or otherwise prepare land for the purpose of undertaking community improvements;
 - h) to encourage the relocation of incompatible land uses;
 - i) to encourage the preservation of pines and hardwood trees; and, to encourage the planting of new trees;
 - j) to consider the use of a Site Plan Control By-law and Site Plan Agreements to assure that privately owned lands are developed in conformity with the overall goals and objectives of Council.

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- k) to encourage the rehabilitation of private buildings and the improvement of private property by advising owners of government subsidies and programs; and, by providing advice and guidance on energy conservation and the maintenance and rehabilitation of buildings and structures;
 - l) to encourage public participation in the preparation of a community improvement project plan by holding a public meeting and by encouraging any person or agency to make written or verbal representation in respect to any proposed plan or amendment thereto.

3.6.2 Council shall make application for funding under the PRIDE and other programs designed to assist with community improvement initiatives.

3.6.3 Council shall identify a list of prioritized capital and community improvements on an annual basis.

4.0 FLOOD LANDS

4.1 Mattawa River Floodway Policies

4.1.1 All lands along the shoreline of the Mattawa River below 155.45m C.G.D. shall be considered as the floodway.

4.1.2 No new buildings or structures shall be permitted below 155.45m except:

- a) structural works for flood, erosion or sedimentation control;
- b) for essential public services such as roads, bridges, sewer and water systems, railways and other public services of approved hydrologic design;
- c) docks, boathouses, marina and marina facilities, open space for public and private recreation and other uses compatible with a flood hazard.

4.1.3 Existing uses, buildings and structures shall be recognized as being permitted in the zoning by-law.

4.1.4 Renovations to existing uses shall be permitted without a zoning by-law amendment.

4.1.5 The expansion of existing legal non-conforming uses shall not be permitted.

4.1.6 The floodway shall be zoned in a separate classification in the implementing zoning by-law.

4.2 Mattawa River Flood Fringe Policies

4.2.1 All lands along the shoreline of the Mattawa River between 155.45 m C.G.D. and 156.48 m C.G.D. shall be considered as the floodfringe.

4.2.2 Additions, alterations, replacement of existing buildings and structures, infilling, redevelopment and new development are all permitted within the floodfringe subject to the policies of the applicable land use designation on Schedule "A" - Land Use Plan, provided that:

- a) floodproofing to the regulatory flood elevation, as determined by the local Conservation Authority, shall be undertaken, subject to the approval of the local Conservation Authority;
- b) in the Commercial designation floodproofing or partial floodproofing of commercial buildings shall be required where feasible, as determined by the local Conservation Authority.

4.3 Placement of Fill and Site Plan Control

4.3.1 In order to control the development on floodfringe lands and the impact of development on adjacent land uses, Council may designate all or part of the Floodfringe as a site plan control area for the purpose of regulating grading and other changes in elevation, and such other matters as may be appropriate.

4.3.2 On land on the Mattawa River below 156.48 m, the placement or removal of fill of any kind, whether originating on the site or elsewhere, shall only be permitted with the approval of the North Bay/Mattawa Conservation Authority pursuant to its Fill, Construction, and Alteration to Waterway Regulations (Ontario Regulation 278/85).

4.3.3 The floodfringe shall be indicated in the implementing zoning by-law.

4.4 Ottawa River Floodway Policies

4.4.1 All lands along the shoreline of the Ottawa River below 156.48 m C.G.D. shall be considered as the floodway.

4.4.2 No new buildings or structures shall be permitted below 156.48 m except:

- a) structural works for flood, erosion or sedimentation control;
- b) for essential public services such as roads, bridges, sewer and water systems, railways and other public services of approved hydrologic design;
- c) docks, boathouses, marina and marina facilities, open space for public and private recreation and other uses compatible with a flood hazard.

4.4.3 Existing uses, buildings and structures shall be recognized as being permitted in the zoning by-law.

4.4.4 Renovations to existing uses shall be permitted without a zoning by-law amendment.

4.4.5 No enlargements or extensions of existing legal non-conforming uses shall be permitted without an amendment to the zoning by-law.

4.4.6 Alterations or additions to existing buildings or structures shall be permitted provided that:

- a) such development can be floodproofed to the regulatory flood level;

-
- b) detailed construction designs address stresses created by flood waters, including water depth and velocity;
 - c) no openings are located below the flood datum;
 - d) incoming power service and meter are above the flood datum;
 - e) design of heating, air conditioning, ventilation, plumbing, sanitary and water systems are designed with consideration for flood vulnerability;
 - f) the approval of the Ministry of Natural Resources is obtained.

4.4.7 The floodway shall be zoned in a separate classification in the implementing zoning by-law.

5.0 MUNICIPAL SERVICES AND ROADS

It is the intent of Council to provide a system of municipal services and roads to serve the needs of the residents, while at the same time taking into account the financial capability of the municipality. It is also the intent of Council to deal with present deficiencies and to ensure that all new development is adequately serviced from the beginning.

5.1 Municipal Services and Roads

- 5.1.1 The provision of municipal services and roads shall be budgeted and undertaken to guide development in an orderly way and provide an adequate level of public services and roads in the municipality. The expansion of municipal services shall depend on identified needs, the level of funding available and municipal priorities.
- 5.1.2 New development in areas where an adequate level of municipal services are not provided or ensured, shall be considered premature.
- 5.1.3 All development in the Town shall front on a year-round, publicly owned and maintained road.
- 5.1.4 All development shall be connected to the municipal water and sewer services where such services are available and capacities adequate.
- 5.1.5 Provincial road standards shall be required for all new roads, road reconstruction and extensions.
- 5.1.6 New roads shall be constructed to municipal standards prior to their assumption by the municipality.

-
- 5.1.7 The Town shall continue to use the Mattawa landfill site located in Papineau Township.
 - 5.1.8 No further extension of any municipal water or sewage system shall be made beyond the Town of Mattawa municipal boundary.

5.2 Municipal Parks

- 5.2.1 Municipal parks will be established when sufficient funds have been accumulated from municipal funds and through the provisions of the Planning Act.
- 5.2.2 Council may require a developer to give to the municipality, for park purposes, up to 5% of the land he proposes to develop or redevelop for residential purposes, and up to 2% for commercial or industrial projects.
- 5.2.3 Where the land dedication is of insufficient size, physically unsuitable, or poorly located to be of use for park purposes, a cash payment of equal value may be given in lieu of the land dedication.
- 5.2.4 Where cash is accepted in lieu of the land dedication, Council shall keep the funds in a special parks account. The funds in this account shall only be used for parkland acquisition or for the acquisition of land for other public recreational purposes.

6.0 IMPLEMENTATION AND ADMINISTRATION

This Plan shall be implemented by means of the powers conferred upon Council and the Minister of Municipal Affairs by the Planning Act, the Municipal Act and other applicable statutes.

6.1 Zoning By-law

Council shall pursuant to the provisions of Section 34 of the Planning Act amend the Town's existing Zoning By-law No. 85-23 to reflect the principles and policies contained in this Plan. The Zoning By-law shall make provisions for appropriate development standards, and zone land in accordance with the policies of this Plan.

6.2 Temporary Use By-law

Notwithstanding any other policy of this Plan, Council may pass by-laws under Section 38 of the Planning Act to permit temporary use of land, buildings, or structures, in defined areas and for prescribed periods of time, for any purpose set out therein. The temporary use by-law shall be consistent with the intent of the Official Plan. In considering the use of a temporary use by-law Council shall ensure that the use is not detrimental to the existing land uses in the area and that large capital expenditures would not be incurred so that the owner does not experience hardship in reverting to the original use. The temporary use by-law may apply for a maximum period of three years. Council may by by-law, grant further periods of not more than three years each during which the temporary use is authorized.

6.3 Existing Uses

Nothing in the Plan shall affect the continuance of uses which were legally established on the date that the Plan was adopted whether or not they conform to this Plan.

6.4 Non Conforming Uses

The land use schedules and the policies for land use represent a concept for the future land use pattern in the Town. It is recognized, however, that some existing uses of land will not conform with this concept and it is likely that this situation may persist for some time. Moreover, these uses have generally been established for a number of years and a measure of stability exists between them and their neighbours. While a conscientious planning program would not seek to deliberately foster a mixture of uses that were believed to be detrimental to each other, it must recognize that there are many existing situations which can continue without causing any serious adverse results. In some cases it may also be reasonable and practical to allow the replacement or expansion of non-conforming uses.

6.4.1 Where an existing use of land does not conform with the land use designation shown or to any other applicable policy in this Plan, it may, notwithstanding these policies, be zoned in the zoning by-law in accordance with the present use and performance standards, provided:

- a) The zoning by-law will not permit any change of use or performance standard that will aggravate any situation detrimental to adjacent conforming uses;

-
- b) It does not constitute a danger or nuisance to surrounding uses by virtue of a hazardous nature, environmental threat, traffic hazard or other detrimental characteristic; and
 - c) It does not interfere with desirable development in adjacent areas that are in conformity with this Plan.

6.4.2 Where an existing use in one or more of these respects is incompatible, it may be made a non-conforming use in the zoning by-law.

6.4.3 Where a use of land does not conform with the land use designation shown or to any other applicable policy in the Plan, but is nevertheless reasonably compatible with other uses in its vicinity it may be renovated, replaced or expanded in order to avoid unnecessary hardship.

6.5 Site Plan Control

6.5.1 Council may pursuant to the provisions of the Planning Act designate all or part of the municipality as a proposed site plan control area in order to more effectively control the development of land. The intent of site plan control is to improve the efficiency of land use and servicing and to encourage a more attractive form of development. As a condition to approving plans and drawings for development, Council may require the provision, and where appropriate, the maintenance of the following matters to the satisfaction of the municipality:

- a) access facilities;
- b) off-street parking and loading areas;
- c) walkways and other means of pedestrian access;

-
- d) grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and waste water from the lands;
 - e) conveyance of easements for servicing;
 - f) on site lighting;
 - g) site landscaping and screening devices;
 - h) facilities for the storage of garbage and other waste.

6.5.2 All of the land within the boundaries of the Town of Mattawa is hereby designated as a proposed site plan control area.

6.5.3 Council may pass a site plan control by-law to control commercial, industrial and multiple family developments.

6.5.4 The following developments are exempt from site plan control:

single family dwellings; two family dwellings; any other class of dwelling with a maximum of four dwelling units; conservation uses; open space uses; public uses; public utilities; institutional uses; and, agricultural uses.

6.6 Amendments, Variances and Development Applications

6.6.1 Council, in considering any amendment to the Official Plan or Zoning By-law, a minor variance or development application shall have regard for the following factors, among others:

- a) the impact on adjacent and nearby land uses;
- b) the character of the surrounding area;

-
- c) the impact on the environment;
 - d) the impact on roads, services and utilities;
 - e) the proposed parking and loading facilities;
 - f) the noise and traffic generated;
 - g) the general intent and purpose of the Official Plan and Zoning By-law;
 - h) the desirability and appropriateness of the use;
 - i) the benefits to the municipality.

6.7 Public Works, Community Services and Facilities

Council shall prepare and implement plans and programs for all public works, services and facilities coming within its statutory responsibilities related to and compatible with this Official Plan.

6.8 Municipal Budget

Council shall prepare short and long term capital and current financial plans related to and compatible with this Official Plan.

6.9 Public Works and By-laws to conform with Official Plan

No public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with the Official Plan.

6.10 Property Standards

Council shall pass and enforce property maintenance and occupancy standards by-law pursuant to the provisions of Section 31 of the Planning Act. The purpose of this by-law is to encourage the proper maintenance and repair, and establish standards of occupancy for all private property.

Complementary to the enforcement of minimum standards on private properties, Council shall undertake to keep in a fit and well-maintained condition, all municipally-owned properties and structures, and to provide or maintain in good repair such municipal services as roads, sidewalks, parks, etc.

6.11 Ontario Building Code

Council shall enforce the provisions of the Ontario Building Code in order to ensure necessary standards of construction in new buildings and structures or in the extension or enlargement of existing buildings and structures.

6.12 Tariff of Fees

Council shall pass a by-law to establish a tariff of fees for the processing of planning applications. The tariff will only apply to the anticipated costs incurred by the Municipality in processing a planning application and may include lawyer, planner, and engineering fees.

-
- 6.12.1 Council shall, pursuant to the provisions of Section 68 of the Planning Act, 1983 pass a by-law to establish a tariff of fees for the processing of planning applications.
- 6.12.2 The tariff of fees by-law shall establish a fair and equitable fee structure based on the actual or anticipated costs incurred by the Town in processing each type of planning application provided for in the by-law.
- 6.12.3 Council shall review the tariff of fees by-law from time to time and revise the tariffs as processing costs change.

6.13 Development Charges

Under the Development Charges Act, S.O. 1989, municipalities can pass Development Charge By-laws in which they can assess and recover part of their anticipated expenses for new growth for both hard and soft services. Hard services include such items as sewer and water services, landfill sites, roads and power services. Soft services include such items as an addition to the municipal office or a new office, a new fire station, library expansion, recreational facilities, and additional municipal staff.

- 6.13.1 Council may pass a by-law under the Development Charges Act, S.O. 1989 to assess and recover their anticipated expenses for new growth for both hard and soft services.
- 6.13.2 Development charges may be levied against plans of subdivision, consents, condominiums, zoning by-law amendments, minor variances, building permits, and lands exempted from part lot control.

6.14 Revisions and Amendments

Council shall review the Official Plan on a regular and ongoing basis to review the adequacy of the Plan in meeting municipal objectives; and, to determine the necessity for making amendments to provide for changing circumstances.

6.14.1 Council shall, from time to time, and not less frequently than every five years, hold a special meeting, open to the public, for the purpose of determining the need for a revision of the Plan, as required by Section 26 of the Planning Act, 1983.

6.14.2 Council shall afford any person who attends the meeting an opportunity to be heard in respect of the need for a revision of the Plan.

6.14.3 Amendments will be required at any time that changes are made to the land use schedules, or any other change is made to the policies of the Plan.

6.14.4 Council shall conduct a comprehensive review of the Official Plan every five years.

6.14.5 Public notification and meetings shall be held in accordance with the provisions of the Planning Act, 1983.

6.15 Technical Amendments

No public meeting or notice is required for technical amendments to the Official Plan or for the creation of a consolidated Plan. For the purpose of this section, the following shall be considered technical in nature:

-
- 6.15.1 The creation of a consolidated Official Plan provided that only existing approved amendments are added to the Plan;
 - 6.15.2 The updating of section references to the Planning Act;
 - 6.15.3 The translation of measurements from one unit to another, provided that no change to standards result;
 - 6.15.4 The renumbering of sections in the Plan;
 - 6.15.5 The correction of grammatical or typographical errors provided they do not result in changes in policy.

6.16 Interpretation of Plan

The intent of this Plan shall in all cases be considered flexible and no strict interpretation of any boundary line or any figure is intended. Appropriate minor variations may be made to these and to other policy statements herein where they are deemed to be necessary for the desirable development of the Town provided that the general intent of the Plan is maintained.

BACKGROUND REPORT

The following background data is included for information only and does not constitute a part of the Official Plan for the Town of Mattawa.

| TABLE OF CONTENTS | PAGE |
|---|-------------|
| 1.0 INTRODUCTION | 3 |
| 2.0 REGIONAL LOCATION & ECONOMY | 4 |
| 3.0 MUNICIPAL ADMINISTRATION | 6 |
| 4.0 POPULATION | 7 |
| 5.0 EXISTING LAND USE | 11 |
| 6.0 MUNICIPAL ROADS AND SERVICES | 12 |
| 7.0 FUTURE RESIDENTIAL DEVELOPMENT | 14 |
| 8.0 PLANNING CONTROLS | 26 |
| 9.0 COMMUNITY IMPROVEMENT | 30 |
| 10.0 MUNICIPAL FINANCE | 35 |
| 11.0 METRIC CONVERSION | 38 |
| 12.0 REPORTS AND STUDIES | 39 |
| | |
| MAPS | |
| MAP 1 - REGIONAL SETTING | |
| MAP 2 - FUTURE RESIDENTIAL DEVELOPMENT - OHC AREA | |
| MAP 3 - FUTURE RESIDENTIAL DEVELOPMENT - CPR NORTH AREA | |
| MAP 4 - FUTURE RESIDENTIAL DEVELOPMENT - SOUTH HILLTOP AREA | |

1.0 INTRODUCTION

The Town of Mattawa has undertaken the preparation of an Official Plan update which will resolve planning issues not clearly addressed in the present Plan as well as provide direction and be a Plan for the 1990's.

The Background Report summarizes the information collected during the Background Report Phase of the Planning Study. The information contained in the Background Report will be used as a base upon which policies in the Mattawa Official Plan will be developed.

The Background Report contains information on:

- > Regional Location and Economy
- > Municipal Administration
- > Population
- > Existing Land Use
- > Municipal Roads and Services
- > Future Residential Development
- > Planning Controls
- > Community Improvement
- > Municipal Finance
- > Metric Conversion
- > Reports and Studies

Additional background information can be found in the many recent reports prepared by the Town of Mattawa. These reports and studies are listed in Section 12.0 of the Background Study.

In addition, sections of the October 1978 Background Study for the original Official Plan are still largely relevant, in particular the sections on physical features, environmental constraints and existing land use. These sections should be reviewed if additional information is required.

2.0 REGIONAL LOCATION AND ECONOMY

The Town of Mattawa is located in the Northeastern Region of Ontario in the District of Nipissing at the confluence of the Ottawa River and the Mattawa River, as shown on Map 1. The Town is bordered by the Province of Quebec to the east.

Mattawa is also located at the junction of two highways: secondary Highway 533 leading from the Town's boundary northwest to join with Highway 63 to Temiscaming; and the Trans Canada Highway 17 running east to such points as Pembroke and Ottawa and west to North Bay, Sudbury and points further west. The Town is also a junction for the main east-west CPR line and another CPR line leading north in the province of Quebec to Ville Marie.








The major centre closest to Mattawa is the City of North Bay, 62 kilometres to the west at the junction of Highway 17 and Highway 11. Because of its location, Mattawa is influenced mainly by the areas to the west and south of the Mattawa River system, with North Bay being a focal point. There is no direct influence on the Town from the Province of Quebec as there is no immediate access from Mattawa other than the railway line and by boat across the Ottawa River. The nearest major Quebec centre is Temiscaming, 73 kilometres away. The Town of Deep River, 104 kilometres away, is the nearest centre to the east of Mattawa.

Today Mattawa acts as a service centre for industry, residents of the surrounding area and travellers. The two major industries are lumbering and tourism. Mattawa is serviced by a hospital, a nursing home, a medical centre, a library, an arena, a community centre, a post office, two banks, three elementary schools, a secondary school, several municipal parks, a federal dock, motels, restaurants and retail and service stores.

THE MATTAWA PLANNING AREA

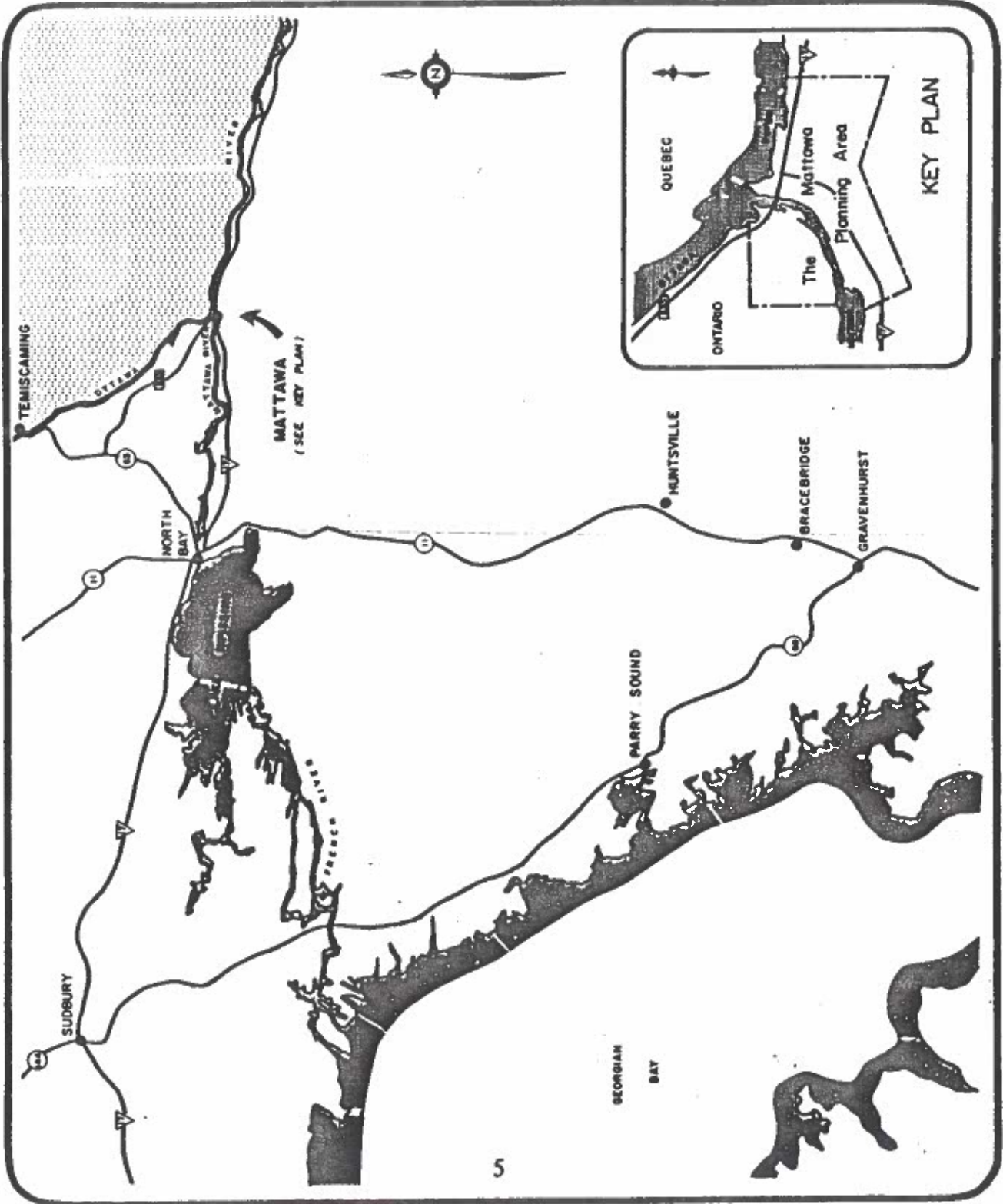
MAP I REGIONAL LOCATION

Legend

-  KING'S HIGHWAY (TRAINS CANADA)
-  KING'S HIGHWAY
-  SECONDARY HIGHWAY
-  CENTRE OF SETTLEMENT
-  MAJOR WATER BODY OR WATERCOURSE
-  PROVINCE OF QUEBEC
-  THE BOUNDARY OF THE MATTAWA PLANNING AREA

Proctor & Redfern Limited
 Consulting Engineers & Planners
 Sudbury

Scale 1:687,000
 Drawing No. 9003B-04
 Date JULY 1990



3.0 MUNICIPAL ADMINISTRATION

The Council of the Town of Mattawa consists of a Mayor and six councillors. Council is assisted by 8 full time staff.

Municipal Council and staff:

| | |
|--|---|
| MAYOR: | Collette Wilson |
| COUNCILLORS: | Byron Casselman Carole Edwards Emile Beaulne Gord Kannegiesser Margorie Wall Fern Levesque |
| ADMINISTRATOR-CLERK-TREASURER: | Wayne Belter |
| MANAGER OF REVENUE/ DEPUTY CLERK: | Pierrette Burke |
| BUILDING INSPECTOR: | Gerry Dupuis |
| PUBLIC WORKS SUPERINTENDENT: | Keith Couture |
| RECREATION DIRECTOR/ ARENA MANAGER: | Jacques Begin |
| ACCOUNTS PAYABLE CLERK: | Terry St. Pierre |
| GENERAL OFFICE CLERK: | David Burke |
| SECRETARY/TYPIST: | Ann Deroschers |

4.0 POPULATION

4.1 Historic Population

The Town of Mattawa has a 1990 population of 2491, as shown on Table 1. The Town experienced a decrease in population of 10.07% or 279 people between 1976 and 1990.

TABLE 1
HISTORICAL POPULATION, 1976, 1978, 1982, 1985-1990

| YEAR | POPULATION | GROWTH | % CHANGE |
|-----------------|------------|--------|----------|
| 1976 | 2770 | - | - |
| 1978 | 2697 | -73 | -2.6 |
| 1982 | 2618 | -79 | -2.9 |
| 1985 | 2571 | -47 | -1.8 |
| 1986 | 2571 | -36 | -1.4 |
| 1987 | 2571 | 0 | 0.0 |
| 1988 | 2491 | -44 | -1.7 |
| 1989 | 2491 | 0 | 0.0 |
| 1990 | 2491 | 0 | 0.0 |
| 15 YEAR AVERAGE | | -18.6 | -0.6 |
| 9 YEAR AVERAGE | | -14.1 | -0.5 |
| 5 YEAR AVERAGE | | -12.8 | -0.5 |

SOURCE: MUNICIPAL DIRECTORY
TOWN OF MATTAWA
MUNICIPAL FINANCIAL INFORMATION 1987

4.2 Population Distribution

The highest concentration of population is found in the 20-65 age grouping. The age distribution for all age groupings are generally similar to the average for all districts and the Province with the exception of the 65+ age grouping which was 13.0% in Mattawa compared to 10.6% for the Province generally.

TABLE 2
POPULATION AGE DISTRIBUTION, 1987

| AGE GROUP | MATTAWA % | DISTRICTS % | ONTARIO % |
|------------------|----------------------|------------------------|----------------------|
| 0-19 | 28.6 | 31.2 | 27.0 |
| 20-65 | 58.4 | 59.3 | 62.4 |
| 65+ | 13.0 | 10.2 | 10.6 |

SOURCE: MUNICIPAL FINANCIAL INFORMATION 1987

4.3 Households

The average number of people per household is 2.7. This is above the average of all Districts and the Provincial average.

**TABLE 3
RATIO OF POPULATION TO HOUSEHOLDS**

| | NO. OF HOUSEHOLDS | POPULATION | POPULATION TO HOUSEHOLD RATIO |
|-----------|-------------------|------------|-------------------------------------|
| Mattawa | 981 | 2,643 | 2.7 |
| Districts | 129,859 | 203,483 | 2.3 |
| Ontario | 3,545,459 | 9,133,274 | 2.6 |

SOURCE: MUNICIPAL FINANCIAL INFORMATION 1987

4.4 Population Growth

The forecasting of population is a difficult task. The population of an area is dependent on a number of factors, such as employment opportunities, the general economic health of the provincial economy, and the relative desirability and attractiveness of the Town compared to surrounding areas and age structure.

The recent population decline appears to be leveling off, with the population being relatively stable since 1988. It is clear from our discussions with Council that growth is desired. It is Council's objective to have sufficient land available for residential, commercial, recreational, and industrial purposes in order to attract new residents and to expand and diversify the local economy.

In order to ensure the provision of land for growth and provide a design figure for the purpose of calculating land and servicing requirements, a design population of 3000 is recommended for planning purposes. This represents an increase of 509 people or 20.4% over the present population of 2491.

5.0 EXISTING LAND USE

An existing land use survey was conducted in May, 1990. Little change in the land use pattern has occurred since the original land use survey in 1978. The concentration of land uses in the Town of Mattawa is the area to the north of the Canadian Pacific Railway and north of the Mattawa River.

Residential land use is found in four areas of concentration: in the west end between the western boundary of the Town and Turcotte Park Road, north of the railway tracks and Highway 17; in the central area of the Town between the Mattawa River and the railway and between Park Street and Pine Street; east of the north railway line and south of the Ottawa River; and, north of the Mattawa River.

Commercial land uses are concentrated in a strip along John Street (Highway 17) in the west end of town and east/west along the Pembroke Road (Highway 17). The downtown commercial core is located between Pine Street and the Ottawa River and west of the intersection of John Street and Pembroke Road the the Mattawa River. A small commercial strip is also found along First Street (Highway 533) across the Mattawa River.

Recreational and industrial uses are scattered throughout the Town with no definite pattern to their locations with the exception of the park and open space areas which seem to be concentrated along the shores of the two rivers. The majority of community facilities are located south and east of the Mattawa River.

With the exception of a few residential land uses on the western boundary of the Town, virtually all of the land south of the east/west CPR line is vacant rural lands.

There are a limited number of vacant building lots scattered about in various parts of the built-up area of the Town. Due to their location, these lots would likely be most suitable for residential development, if available.

In general, there are few major land use conflicts and the present pattern of development provides a good base for future growth.

6.0 MUNICIPAL ROADS AND SERVICES

6.1 Municipal Roads

The cost of maintaining and upgrading roads forms a major part of the municipal budget. An ongoing program of road improvement was recommended in the Town of Mattawa Road Management Plan, prepared by Proctor & Redfern in May 1989. Road improvements should be co-ordinated with sewer and watermain construction.

6.2 Municipal Water Supply and Distribution

At present the Mattawa water distribution system is supplied from local wells. The raw water is pumped into the distribution system without treatment. Storage for the water distribution system is provided by means of a 150,000 IG underground reservoir. A watermain needs study was conducted by Proctor & Redfern in October 1989. Deficiencies in the Town's water distribution system were identified. The cost of upgrading the supply system to the minimum standards recommended by the Ministry of the Environment is \$1,186,000.

6.3 Municipal Sewage Collection and Treatment

Marshall, Macklin and Monahan have recently submitted a report entitled "Sewerage Works Upgrading Study" for the Town of Mattawa. This report concluded that while the 4 cell lagoon system is designed to meet servicing requirements for an ultimate population of 3,000, leakage from Cell No. 2, and the current method of operation effectively reduces the treatment capacity of the existing facilities to less than a population equivalent of 1000. This reduced treatment capacity is significantly less than the present serviced population of approximately 2600.

The Marshall, Macklin and Monahan report recommended upgrading of the sewage pumping stations and sewage lagoon. The cost of the recommended improvements was in the order of \$2 million. The municipal sewage collection system was also examined by Proctor & Redfern in the Town of Mattawa Sewer Study, October 1989. This study recommended a program of improvements to the sanitary sewer collection system. The cost of the recommended improvements totaled \$207,000. These improvements should be carried out in conjunction with road reconstruction.

6.4 Storm Drainage

Only a few streets in Mattawa are serviced by storm sewers, and the Town does not intend to embark on a program of extensive storm sewer construction. The design and construction of all storm sewers and improvements to natural watercourses should have sufficient depth and capacity to serve all areas which may be connected to that part of the system in the future.

6.5 Sidewalks

An ongoing program of sidewalk construction is presently being undertaken by the Town along major streets. This program of improvements will continue as funds become available.

6.6 Streetlighting

Streetlighting in the Town is provided by the municipality. Most of the streets now have an acceptable level of streetlighting. The Town has a regular program for upgrading streetlighting, infilling and extending the system as required.

6.7 Landfill Site

A landfill site located in the Township of Papineau, but owned by the Town of Mattawa, is jointly used by both of the municipalities. The existing landfill site is reaching capacity and a study to determine a new site is being prepared. The development and ongoing management of a new site represents a significant cost to the Town.

6.8 Hydro

The Town is supplied with hydro from Ontario Hydro. The supply and distribution systems do not have any significant deficiencies and have adequate capacity for the foreseeable future.

7.0 FUTURE RESIDENTIAL DEVELOPMENT

7.1 Overview

There are few available residential building lots in the Town. Council is concerned that the shortage of building lots will hinder growth and development in the Town. Private sector development of residential land is presently not occurring. While there is no desire by the Town to compete with private sector developers, the Town may have to take the lead in developing new residential lots in the community.

The OHC, CPR North, and South Hill Top areas were identified by Council as potential sites for new residential development in the Town of Mattawa. A comparison of the candidate residential growth areas is presented in Table 4, 5 and 6. Conceptual lot layouts are also illustrated.

The preliminary subdivision design was based on maintaining a lot frontage of 20 metres and a depth of 40 metres which is similar to the current lot size in the community. A reduced lot frontage and a wider variety of dwelling types, such as townhouses or duplexes will help lower the per lot development costs. This option requires consideration by Council.

The "estate" lots in the South Hilltop Area have a frontage of 40 metres and a depth of 80 metres to maintain a rural character as well as provide sufficient lot area for septic tank beds.

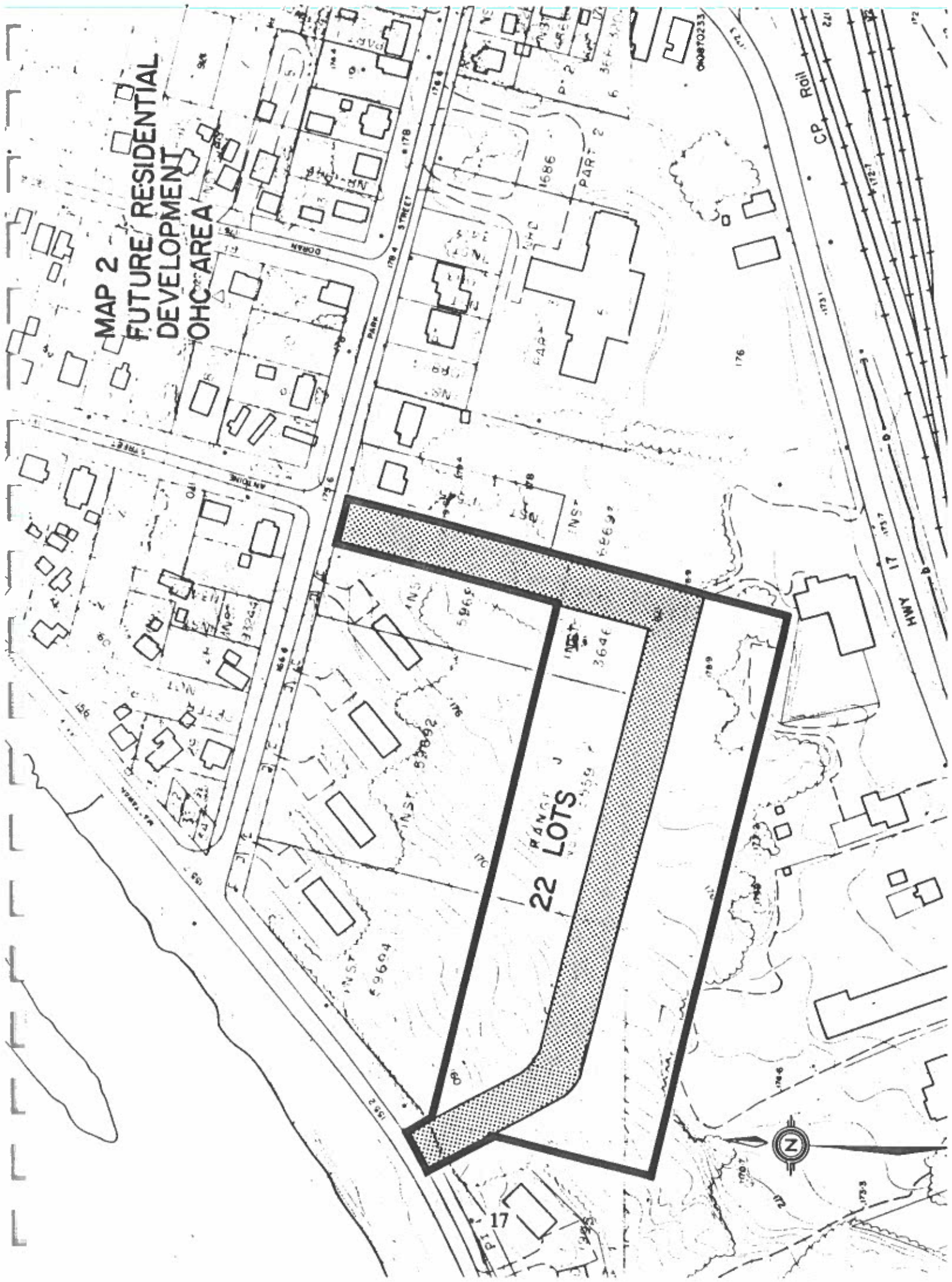
**TABLE 4
COMPARISON OF CANDIDATE RESIDENTIAL GROWTH AREAS - OHC
AREA**

| | | PHASE 1 |
|-----|--|---|
| 1. | Number of Lots (Total 22) | 22 |
| 2. | Lot Size (metres) | 20 x 40 |
| 3. | Cost of Constructing Services | |
| | Sanitary Sewers | \$64,000 |
| | Waterworks | \$84,000 |
| | Rock Excavation | \$70,000 |
| | Roadwork | \$158,500 |
| | Streetlighting | \$6,000 |
| | Engineering & Contingencies (25%) | \$95,625 |
| | Total | \$478,125 |
| 4. | Servicing cost per Lot | \$21,732 |
| 5. | Cost of Maintaining Municipal Services | > Similar to CPR North Area |
| 6. | Impact on Adjacent Land Uses | > Development compatible with adjacent residential land uses |
| 7. | Proximity of Community Services and Facilities | > Close proximity to existing services and facilities > Can easily be integrated into existing community |
| 8. | Terrain Evaluation | > Gentle to moderate slope, well drained |
| 9. | Hazardous Conditions | > None |
| 10. | Housing Construction Costs | > Similar to CPR North Area |
| 11. | Land Ownership | > Owned by Town > Road allowance required from Ontario Housing Corporation |
| 12. | Design Population @ 2.7 people per dwelling | > 59 |
| 13. | Development timeframe | > 2-3 years lead time required for subdivision approval, road acquisition, negotiations and construction |

NOTES ON OHC AREA

1. No allowance for land acquisition
2. No allowance for surveying
3. No allowance for costs associated with subdivision approval

MAP 2
FUTURE RESIDENTIAL
DEVELOPMENT
OHC AREA



22 LOTS
RANGT J



178 4 STREET

PARK

176 3 STREET

176 2 STREET

176 1 STREET

176 0 STREET

175 9 STREET

175 8 STREET

175 7 STREET

175 6 STREET

175 5 STREET

175 4 STREET

175 3 STREET

175 2 STREET

175 1 STREET

175 0 STREET

174 9 STREET

174 8 STREET

174 7 STREET

174 6 STREET

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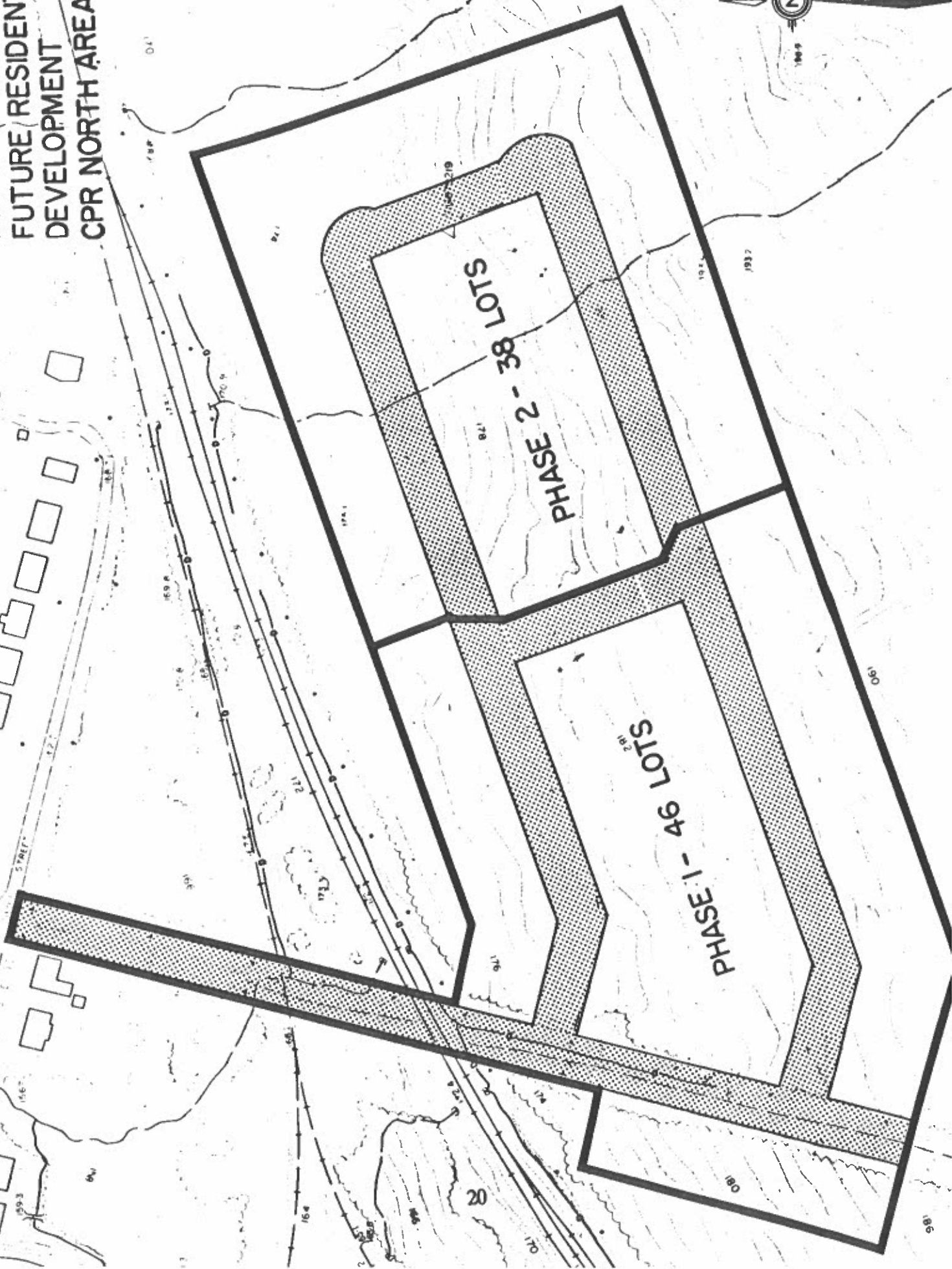
**TABLE 5
COMPARISON OF CANDIDATE RESIDENTIAL GROWTH AREAS - CPR
NORTH AREA**

| | PHASE 1 | PHASE 2 |
|---|--|------------------|
| 1. Number of Lots (Total 84) | 46 | 38 |
| 2. Lot Size (metres) | 20 x 40 | 20 X 40 |
| 3. Cost of Constructing Services | | |
| Sanitary Sewers | \$99,000 | \$108,000 |
| Waterworks | \$334,000 | \$108,000 |
| Rock Excavation | \$100,000 | \$40,000 |
| Roadwork | \$268,000 | \$179,000 |
| Streetlighting | \$11,000 | \$7,000 |
| CPR Crossing | \$150,000 | N/A |
| Engineering & Contingencies (25%) | \$240,000 | \$110,000 |
| Total | \$1,202,000 | \$552,000 |
| 4. Servicing cost per Lot | \$26,130 | \$14,526 |
| 5. Cost of Maintaining Municipal Services | > Similar to OHC Area | |
| 6. Impact on Adjacent Land Uses | > Development compatible with adjacent land uses | |
| 7. Proximity of Community Services and Facilities | > Separated from existing community by CP Rail Line | |
| 8. Terrain Evaluation | > Gentle to moderate slope, well drained | |
| 9. Hazardous Conditions | > None > Noise buffering will be required along CPR line > Fencing will be required along CPR line | |
| 10. Housing Construction Costs | > Similar to OHC Area | |
| 11. Land Ownership | > Owned by Town | |
| 12. Design Population @ 2.7 people per dwelling | > Phase 1 - 121 > Phase 2 - 110 | |
| 13. Development timeframe | > 2-3 years lead time required for subdivision approval, negotiations and construction | |

NOTES ON CPR NORTH AREA

1. In order to provide fire flows, development should not occur in areas much higher than elevation 186.0 m C.G.D. In addition, the watermain is being looped to the two nearest 200 mm diameter lines which in this case, is on Highway 17.
2. Rock excavation for trenches is expected on Brook Street between Pine Street and Highway 17. Large boulders are expected at higher elevations. The rock excavation quantities are "ballpark" estimates only.
3. No sewage pumping station appears to be necessary to service the CPR North Area. It should be noted that there is a possibility that the three downstream sewage pumping stations may require upgrading, depending on their existing performance.
4. There is no allowance for land acquisition which may be required to loop the watermain on Park Street.
5. In the event that a new standpipe is constructed prior to developing the CPR North Area, looping the watermain on Highway 17 via Park Street would not be required. This would result in a saving of approximately \$130,000 plus rock excavation costs.
6. No allowance for surveying costs.
7. No allowance for costs associated with subdivision approval.

MAP 3
FUTURE RESIDENTIAL
DEVELOPMENT
CPR NORTH AREA



**TABLE 6
COMPARISON OF CANDIDATE RESIDENTIAL GROWTH AREAS - SOUTH
HILLTOP AREA**

| | PHASE 1 | PHASE 2 |
|---|---|------------------|
| 1. Number of Lots (Total 38) | 18 | 20 |
| 2. Lot Size (metres) | 40 X 80 | 40 X 80 |
| 3. Cost of Constructing Services | | |
| Sanitary Sewers | N/A | N/A |
| Waterworks | \$94,000 | \$94,000 |
| Rock Excavation | N/A | N/A |
| Roadwork | \$20,000 | \$20,000 |
| Streetlighting | \$3,000 | \$3,000 |
| Engineering & Contingencies (25%) | \$29,250 | \$29,250 |
| Total | \$146,250 | \$146,250 |
| 4. Servicing cost per Lot | > Phase 1 - \$8,125 > Phase 2 - \$8,125 | |
| 5. Cost of Maintaining Municipal Services | > Less than OHC and CPR North Areas due to water service only | |
| 6. Impact on Adjacent Land Uses | > Surrounding land vacant > Development compatible with adjacent land uses | |
| 7. Proximity of Community Services and Facilities | > Separated from existing community | |
| 8. Terrain Evaluation | > Gentle to moderate to steep slope | |
| 9. Hazardous Conditions | > None | |
| 10. Housing Construction Costs | > Septic Sewage system will increase housing cost. Estimated cost \$4,000 | |
| 11. Land Ownership | > Owned by Town | |
| 12. Design Population @ 2.7 people per dwelling | > Phase 1 - 48 > Phase 2 - 54 | |
| 13. Development timeframe | > 1-3 years lead time required for consent or subdivision approval, negotiations and construction, standpipe construction | |

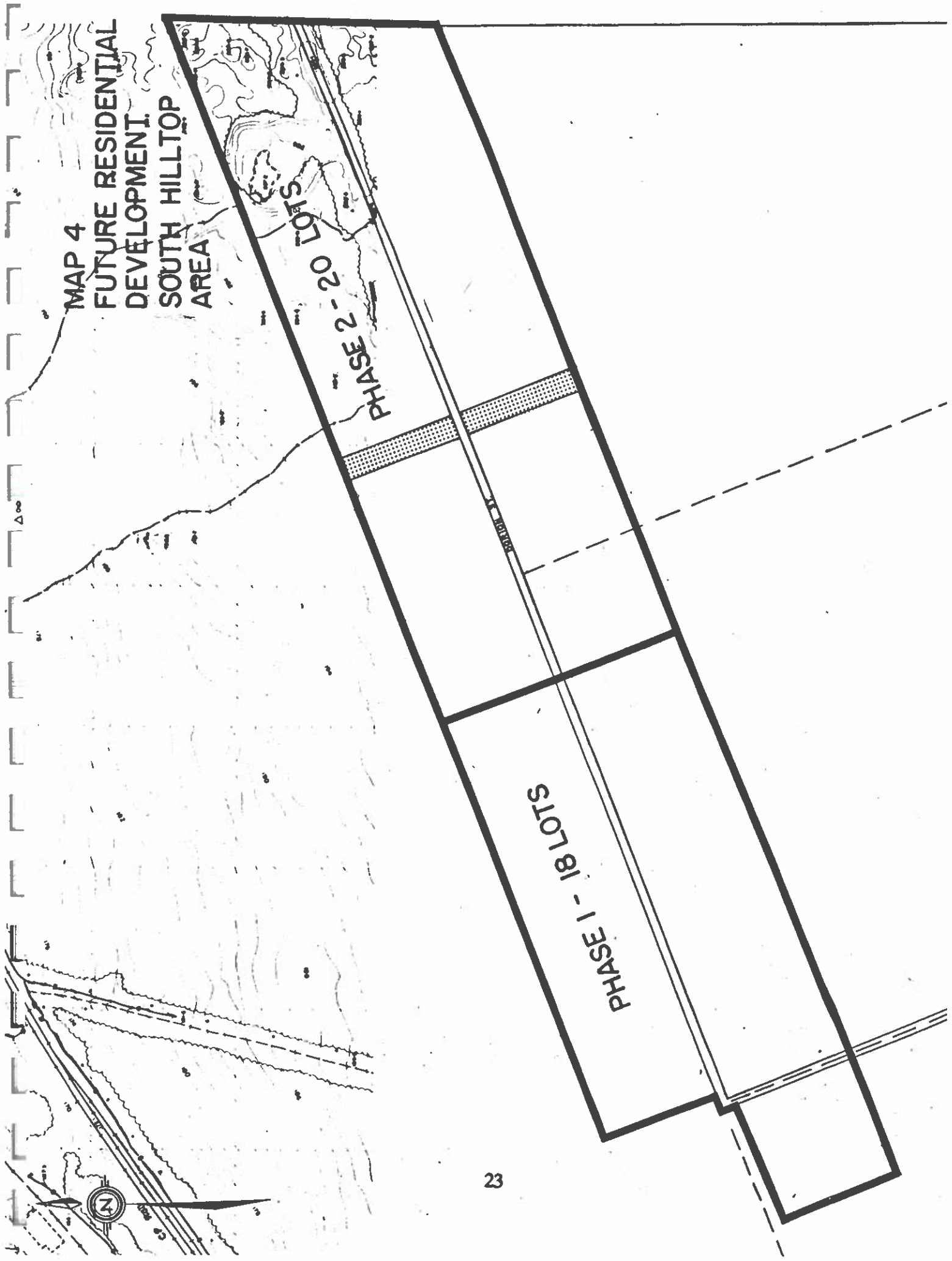
NOTES ON SOUTH HILLTOP AREA

1. No allowance for surveying costs
2. No allowance for costs associated with consent/subdivision approval.

MAP 4
FUTURE RESIDENTIAL
DEVELOPMENT
SOUTH HILLTOP
AREA

PHASE 2 - 20 LOTS

PHASE 1 - 18 LOTS



7.2 OHC Area

A conceptual lot layout for this area is shown on Map 2. This site is located to the south and west of OHC townhouse units located on Park Avenue and Mattawan Street. The site is owned by the Town of Mattawa and municipal sewer and water services are available. The Town will have to secure road access to the site over OHC land.

7.3 CPR North Area

A conceptual lot layout and suggested phasing for this area are shown on Map 3. This site is located north of the east/west CPR line and is accessed by the extension of Brook Street which crosses the CPR line. The site is owned by the Town of Mattawa and municipal sewer and water services are available.

7.4 South Hilltop Area

A conceptual lot layout for this area is shown on Map 4. The site is owned by the Town of Mattawa. Municipal sewer and water services are not presently available. It is proposed that this site be developed as "estate lots" along the existing road frontage. Municipal water service and individual septic systems are proposed. Development of the site is contingent on the construction of a new water standpipe on the south hilltop. Development on private wells is not recommended.

7.5 Land Development Costs

Estimated servicing costs per lot range from a low of \$8,125 to a high of \$26,130 exclusive of land acquisition and surveying costs or profit.

7.6 Recommended Development Areas

Following a close examination of the OHC, CPR North, and South Hilltop development Areas, it is apparent that the OHC area is the preferred choice for future residential development for the following reasons:

1. The cost of servicing the OHC area is approximately \$4,400 cheaper per lot than Phase I of the CPR North area.
2. The development is compatible with adjacent residential areas.
3. The development forms a natural extension to the existing community and can be easily integrated into the existing built up area.
4. Approximately 22 lots can be developed, with a design population of 59 people. At the current rate of development this provides sufficient lots for a 5-10 year period.

Consideration must be given to developing an "estate residential" type of housing on the South Hilltop area. The cost of developing this area is relatively low if development occurs on the existing road and is connected only to the municipal water supply system. Development in this area would, however, be premature until a municipal water supply is available. The construction of a water standpipe is required at a cost of \$850,000.

8.0 PLANNING CONTROLS

8.1 Official Plan

An Official Plan is a policy document that provides direction for future planning activities and for public and private initiatives aimed at improving the existing community. The Official Plan sets out the general, long-range policy framework for future land use. An Official Plan addresses such issues as:

- > where new housing, commercial and industrial development, parks, and other land uses are to be located;
- > what services such as roads and other public facilities will be required;
- > what to do with the land available;
- > the timing, phasing and cost of municipal development activities.

Once the Official Plan is in effect:

- > Council and municipal officials must follow the Plan;
- > all public works must conform to the Plan;
- > all municipal by-laws must comply with the Plan.

The Town of Mattawa presently has an Official Plan which was adopted by Council on August 11, 1980 and the Minister on November 3, 1981. The Plan, which applies to all the Town of Mattawa and was intended to guide planning and development within the Town until the year 2000, with reviews at intervals of about 5 years.

8.2 Zoning By-law

A Zoning By-law is a legal document used by the Town to regulate the use of land. Unlike the Official Plan, the Zoning By-law contains very specific and legally enforceable regulations. The Zoning By-law provides detailed information such as:

- > where buildings or structures may be located;
- > types of uses and dwellings permitted;
- > standards for lot sizes, parking requirements, yard requirements and setbacks from streets.

Any new development or construction that fails to comply with the Town's Zoning By-law is not permitted and should be denied a building permit.

The Town presently has Comprehensive Zoning By-law No. 85-23 which applies to all land in the municipality. The Town of Mattawa Zoning By-law No. 85-23 was passed by Council on April 22, 1985 and approved by the Ontario Municipal Board on April 6, 1987. The By-law sets out zones and establishes uses permitted within the zones, as well as standards for the permitted uses. Council will have to amend By-law 85-23 to reflect the policies contained in the Official Plan.

8.3 Flood Plain Planning

It is a policy of the Province of Ontario that municipalities show and/or describe flood plain lands in their Official Plan and incorporate policies to address new development consistent with this policy statement. Municipalities are required to include in their Official Plan:

- > policies whereby uses permitted in flood plains are cognizant of flood susceptibility and flood risk;
- > policies whereby no new buildings or structures are permitted which are susceptible to flood related damages or will cause adverse impacts to existing upstream or downstream development of lands;
- > policies addressing additions or alterations to existing buildings or structures and replacement of buildings or structures located in flood plains; and
- > policies addressing such public and private works that must locate in flood plains by nature of their use.

Municipalities are also required to identify in the Official Plan, the planning controls which will put the above policies into effect.

Lands susceptible to erosion or flooding are considered to be hazard land. These include steep slopes and river banks.

The Town of Mattawa is affected by flooding of both the Mattawa and Ottawa Rivers. The Town is located within the boundary of the North Bay-Mattawa Conservation Authority which is responsible for flood control on the Mattawa River. The Ministry of Natural Resources is responsible for flood control on the Ottawa River. The North Bay-Mattawa Conservation Authority and Ministry of Natural Resources have identified 513.4 feet C.G.D. as the regulatory flood elevation for the Mattawa and Ottawa Rivers. Fill and construction regulations also apply to land along the Mattawa River. It is recommended that a similar policy approach be used to control development on both the Mattawa and Ottawa River floodplains.

8.4 Tree By-law

Council is concerned about the cutting of mature pines in the Town. While Council may encourage the preservation of pines in the Community, Council has no authority to prevent the cutting of trees on private property or to require a permit before trees may be cut.

8.5 Municipal Housing Statement

The Town of Mattawa Municipal Housing Statement was prepared in 1983. This study should be updated to reflect current conditions in the municipality as well as provide guidance for the 1990's. The updated Housing Statement would provide information on housing supply and demand, housing targets and residential land requirements. Funding is available from the Province up to a maximum of \$10,000. A minimum municipal contribution of 25% of the total study cost is required.

8.6 Site Plan Control

In a site plan control area, no development, which includes among other things, commercial parking lots, mobile home parks and trailer parks, may occur unless Council has approved a site plan. A site plan may show such features as the location of all buildings and facilities, including parking and loading areas, ramps and driveways, traffic signs, walkways, outside lighting, landscaping, garbage collection and storage facilities, drainage easements and grading for storm water runoff.

Only those municipalities with approved Official Plan provisions dealing with site plan control satisfying the requirements of that Act can exercise site plan control authority. Although the Town of Mattawa may not wish to use site plan control at this time, it is nevertheless prudent to introduce appropriate policies into this Official Plan in order for Council to have the option of using site plan control at some future date, without the necessity of undertaking an Official Plan Amendment. It is recommended that site plan control policies be included in the Official Plan.

8.7 Planning Application Fees

Under Section 68 of the Planning Act, Council may pass a by-law to establish a tariff of fees for the processing of planning applications. This could include official plan amendments, zoning by-law amendments, land division applications, minor variance applications, etc.

A tariff of fees by-law must clearly stipulate a fixed fee for each type of application specified. The fee may be based on a time and expense basis, an average cost basis, or a flat fee basis.

Council should keep the following points in mind when considering a tariff of fees by-law:

- > The fees established should only apply to a planning matter which requires an application to be made and results in some form of municipal review or approval process;
- > The fees should only relate to the costs incurred by a municipality in processing a planning application;

- > The fees should primarily be based on the staff time and associated costs needed to carry out the review of a planning application by the municipality;
- > The fees should only relate to the cost incurred in processing the application during the time period leading up to a decision by Council, including post notification;
- > The fees should be reasonable and defensible as they can be challenged resulting in an appeal to the OMB.

It is recommended that a planning application fee policy be included in this Official Plan.

8.8 Development Charges

Under the Development Charges Act, S.O. 1989, municipalities can pass Development Charge By-laws in which they can assess and recover their anticipated expenses for new growth for both hard and soft services. Hard services include such items as sewer and water services, landfill sites, roads and power services. Soft services include such items as an addition to the municipal office or a new office, a new fire station, library expansion, recreational facilities, and additional municipal staff.

Development charges may be levied against plans of subdivision, consents, condominiums, zoning by-laws, minor variances, building permits, and lands exempted from part lot control.

The underlying premise is that new development should pay its own way. The Development Charges Act provides Council with a tool to recover a part of the cost of servicing new growth. It is recommended that Council investigate the merits of preparing a Development Charges By-law under the Development Charges Act.

9.0 COMMUNITY IMPROVEMENT

9.1 Community Improvement Needs

The Town has undertaken several recent studies which have identified community improvement needs. These studies include a Tourism Development Opportunities Study, a Waterfront Development Plan, a Recreation Master Plan Feasibility, a Sewage Works Upgrading Study, a Road Needs Study, a Sewer Needs Study and a Watermain Needs Study. Council has also identified other community improvement needs in the municipality.

Council wishes to undertake community improvement activities designed to rehabilitate, redevelop, improve and beautify the Town of Mattawa. Discussions with Council have focused on a wide range of community improvement activities that would have a significant positive impact on the character and economic well being of the municipality. The focus of Council's efforts will be directed at the downtown business area, the entrances to the community and the waterfront area.

Council wishes to improve the downtown business area and increase retailing and service activities. Council also recognizes that the waterfront is a major recreational asset. It will be important to examine the potential for physical improvements in the downtown business area, the streets connecting the business area to the waterfront, and the waterfront itself. There is a need to improve the overall appearance of the waterfront area by landscaping, treeplanting and by upgrading docking and shore based facilities to meet the demands and expectations of local residents, tourists and boaters. The prime objective of Council is to make the downtown business area and waterfront area vibrant community assets.

Council has also identified the need to attract more of the tourists and visitors travelling on Highway 17. Improved signage at the entrances to the community and downtown business area and the construction of a Travel Information Centre will prove beneficial.

The boundary of the community improvement area includes all of the land in the Town of Mattawa. The community improvement area was selected for the following reasons:

1. Mattawa is a service and tourist centre. As such, it is important that Mattawa is economically viable; adequately supplied with municipal services, social and community facilities; and, sufficiently attractive to develop community pride and to have the potential to attract others to the area.
2. The community improvement area exhibits major community deficiencies which are spread throughout Mattawa. The following is a summary of some of the potential improvement and development activities which have been identified by Council:
 - > improvements to the waterfront area which may include a boardwalk, pedestrian lighting, improved docking facilities, picnic areas, rentals, landscaped parkland and viewing areas;

- > general beautification and landscaping with emphasis on the downtown business area and waterfront area;
- > landscaping and signage improvements to the main entrances to Mattawa. Signage improvements could include a map of Mattawa which would include facilities, businesses, streets, the dock and waterfront area and possibly service clubs. Possible locations for this map would be on Highway 17 at the entrances to the Town.
- > pedestrian and streetlighting in the downtown business area, waterfront area and in other parts of Mattawa that are deficient;
- > the construction of public facilities that might include a new federal dock and marina;
- > streetscaping and possible facade improvements of individual businesses in the commercial area and along Highway 17;
- > increase the amount of park development along the Mattawa and Ottawa Rivers;
- > commercial storefront upgrading and improvements through rehabilitation or redevelopment;
- > update municipal housing statement;
- > promote the development of a new residential subdivision;
- > upgrading of municipal water and sewage systems;
- > improvements to municipal roads including reconstruction and paving;
- > relocation of hydro wires underground in the downtown business area;
- > the provision of off-street parking in the downtown business area;
- > the construction of a new municipal arena/community hall;
- > the construction of a Travel Information Centre on Highway 17 at Pine Street;
- > preparation of a Community Improvement Plan;
- > Other community improvements identified include the need for:
 - sidewalk rebuilding and construction
 - replacement and upgrading of streetlighting

- general streetscape improvements including tree planting, landscaping and street furniture;
- improved signage;
- landscaping and clean up of vacant and developed land along Highway 17;
- the demolition of derelict buildings in the downtown area and along Highway 17 and the redevelopment of these properties for commercial purposes.

The actual priority of community improvements will be determined by Council through a continuing process of public consultation and input.

3. The community improvement area identified in this amendment meets the criteria set out in the Community Improvement Policies of the Mattawa Official Plan.

9.2 Definition of Terms

Under Section 28(1) of the Planning Act, 1983 the words Community Improvement, Community Improvement Project Area and Community Improvement Plan are defined as follows:

Community Improvement means the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, reconstruction, and rehabilitation, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary.

Community Improvement Project Area means an area within a municipality, the community improvement of which, in the opinion of the Council, is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other reason.

Community Improvement Plan means a plan approved by the Minister for the community improvement of a community improvement project area.

9.3 Municipal Commitment to Community Improvement

The Town of Mattawa is responsible for the implementation and administration of public community improvement projects in the municipality. The municipality's share of costs associated with undertaking community improvement programs is obtained from municipal taxes, federal and provincial grants, fund raising and other sources that become available during the implementation stage. Council's continued commitment to the administration and implementation of community improvement programs is evidenced by recent community improvement efforts which are summarized on the following table.

**TABLE 7
SUMMARY OF RECENT COMMUNITY IMPROVEMENT INITIATIVES 1986-1990**

| IMPROVEMENT | COST | YEAR | SOURCE OF FUNDING |
|-----------------------------------|-------------|-------------|----------------------------------|
| Roadways | \$250,000 | 86-89 | Municipal/Provincial |
| Bridges | \$1,000,000 | 1986 | Municipal/Provincial |
| Streetlighting | - | - | - |
| Sidwalks | - | - | - |
| Sanitary Sewer System | \$1,022,000 | 1986 | Municipal/Provincial |
| Waterworks System | - | - | - |
| Garbage Collection & Disposal | \$175,000 | 88/89 | Municipal/Provincial |
| Parks and Recreation | \$25,000 | 1989 | Municipal/Provincial |
| Libraries | - | - | - |
| Official Plan Study | \$35,000 | 1990 | Municipal/Provincial |
| Tourism Development Opportunities | \$40,000 | 1988 | Municipal/Provincial |
| Waterfront Development Study | \$15,000 | 1988 | Federal |
| Recreation Master Plan | \$25,000 | 1989 | Municipal/Provincial |
| Water Lift Study | \$70,000 | | Municipal/Provincial/ Federal |
| Waterworks Study | \$8,000 | 1989 | Municipal/Provincial |

Source: Town of Mattawa

10.0 MUNICIPAL FINANCE

10.1 Municipal Assessment

Municipal Assessment data for 1989 and 1990 has been compiled as shown on Table 7. In 1990, 20% of the municipal assessment came from commercial/industrial uses, 6% from Business Uses, while 74% came from Residential/Farm uses.

Past experience has shown that most municipalities are able to provide essential services at a reasonable tax rate when they have a Residential/Farm to Commercial/Industrial ratio of 60:40. Although this rule of thumb does not have the same applicability in all municipalities, it does provide a useful guide for Council.

TABLE 8
1989-1990 MUNICIPAL ASSESSMENT (ACTUAL)

| YEAR | RESIDENTIAL & FARM | COMMERCIAL & INDUSTRIAL | BUSINESS | TOTAL |
|------|-----------------------|----------------------------|-----------|-------------|
| 1989 | \$5,418,274 | \$1,404,639 | \$447,945 | \$7,270,858 |
| | 75% | 19% | 6% | 100% |
| 1990 | \$5,458,834 | \$1,461,903 | \$467,235 | \$7,387,972 |
| | 74% | 20% | 6% | 100% |

SOURCE: TOWN OF MATTAWA

10.2 Municipal Budget

Total expenditures for the Town in 1989 were \$2,408,139. Taxation, as shown on Table 9 represents 48.7% of the Town's revenues.

The largest single municipal expenditure is for transportation which represents 19.5% of the municipal budget, followed by public works (12.4%); recreation and culture (16.4%); education (15.7%); and social services (14.9%).

**TABLE 9
1989 MUNICIPAL BUDGET (ACTUAL)**

REVENUE

| | | |
|---------------------|-------------|-------|
| Taxation | \$1,183,354 | 48.7% |
| Grants | \$897,649 | 36.9% |
| Arena Revenue | \$42,615 | 1.8% |
| Community Centre | \$14,490 | .6% |
| Parks & Recreation | \$6,757 | .3% |
| Fees & Charges | \$207,137 | 8.5% |
| Accumulated Surplus | \$79,329 | 3.2% |

| | | |
|--------------|--------------------|---------------|
| Total | \$2,431,331 | 100.0% |
|--------------|--------------------|---------------|

EXPENDITURES

| | | |
|---------------------------------------|-----------|-------|
| Council | \$28,975 | 1.2% |
| Administration | \$299,869 | 12.5% |
| Protection to Persons and Property | \$124,662 | 5.2% |
| Transportation | \$468,577 | 19.5% |
| Public Works | \$298,252 | 12.4% |
| Health | \$35,063 | 1.4% |
| Social Services | \$360,697 | 14.9% |
| Recreation/Cultural | \$394,227 | 16.4% |
| Planning & Zoning | \$18,210 | .8% |
| Education | \$379,608 | 15.7% |

| | | |
|--------------|--------------------|---------------|
| Total | \$2,408,139 | 100.0% |
|--------------|--------------------|---------------|

SOURCE: TOWN OF MATTAWA

11.0 METRIC CONVERSION

Metric units of measurement have been used in this Plan and Background Report. A metric conversion table has been prepared showing approximate imperial measurements.

**TABLE 10
METRIC CONVERSION TABLE**

| METRIC | IMPERIAL(APPROXIMATE) |
|---------------|------------------------------|
| 20 metres | 66 feet |
| 40 metres | 132 feet |
| 80 metres | 262 feet |
| 186 metres | 610.2 feet |
| 156.4 metres | 513.4 feet |

12.0 REPORTS AND STUDIES

The following is a list of reports and studies reviewed in preparing this Background Study. Copies of the documents may be reviewed in the municipal office.

- > The Mattawa Planning Area, Planning Study, October 1978, Proctor & Redfern Group
- > The Town of Mattawa Official Plan, January 1980, Proctor & Redfern Group
- > Town of Mattawa Recreation Master Plan/Feasibility Study, Final Report, The Institute of Environmental Research (1985)Inc., January 1990
- > Mattawa Waterfront Development Plan, Hope Consulting Group Inc., Cumming Cockburn Limited, October 1998
- > Mattawa Tourism Development Opportunities, Hope Consulting Group Inc., December 1988
- > Sewage Works Upgrading Study for the Town of Mattawa, Marshall Macklin Monaghan, January 1989
- > Town of Mattawa, Part A Watermain Needs Study (Draft), Proctor & Redfern Group, October 1989
- > Town of Mattawa, Part B Sewer Study (Draft), Proctor & Redfern Group, October 1989
- > Road Management Plan, Town of Mattawa, Proctor & Redfern Limited, May 1989
- > Mattawa River Floodline Mapping, North Bay-Mattawa Conservation Authority
- > Ottawa River Floodplain Mapping, Ministry of Natural Resources