

NORTH BAY[®]
O N T A R I O • C A N A D A

Just North Enough to be PERFECT

Council

Agenda

Regular Meeting of Council
November 12, 2012
at 7:00 p.m.

MEETINGS

**FOR THE WEEK OF
NOVEMBER 12TH, 2012**

Monday, November 12, 2012

7:00 p.m.

Regular Meeting of Council
Council Chambers, 2nd Floor

8. Report from Rhéaume Bellehumeur dated October 26, 2012 re Amendment to By-Law No. 2011-234, being a By-Law to Regulate Municipal Parking Lots (C00/2012/BYLAWS/PARLO).

BY-LAWS FOR CONSIDERATION:

General Government - First, second and third readings:

By-Law No. 2012-223 to confirm proceedings of the Meeting of Council on October 29, 2012.

By-Law No. 2012-224 to authorize the Ferguson Street Reconstruction.

By-Law No. 2012-226 to confirm proceedings of the Special Meeting of Council on November 5, 2012.

Community Services – First and second readings:

By-Law No. 2012-203 to adopt Official Plan Amendment No. 2 (Perut Construction Ltd., Andrew & Grace Wood and W.M. Holdum Inc. – 309 & 333 King Street West, 1180 & 1188 Cassells Street).

By-Law No. 2012-204 to rezone certain lands on King Street West and Cassells Street (Perut Construction Ltd., Andrew & Grace Wood and W.M. Holdum Inc. – 309 & 333 King Street West, 1180 & 1188 Cassells Street).

Community Services – First, second and third readings:

By-Law No. 2012-205 to designate a Site Plan Control Area on certain lands on King Street West and Cassells Street (Perut Construction Ltd., Andrew & Grace Wood and W.M. Holdum Inc. – 309 & 333 King Street West, 1180 & 1188 Cassells Street).

MOTIONS:

MOTION TO ADJOURN IN-CAMERA:

IN-CAMERA CORRESPONDENCE:

MOTION TO RECONVENE:

MOTION FOR RECONSIDERATION:

GIVING NOTICE:

ADJOURNMENT:

**MINUTES OF THE SPECIAL COMBINED GENERAL GOVERNMENT
AND ENGINEERING AND WORKS STANDING COMMITTEES
WATER AND SANITARY SEWER BUDGET MEETING HELD
THURSDAY, OCTOBER 25, 2012**

PRESENT: Councillor Lawlor, Chair
Councillor Vrebosch, Chair (3:45 – 4:10 p.m. and 4:55 – 7:10 p.m.)
Councillor Anthony (3:30 – 5:45 p.m.)
Councillor Maroosis (3:30 – 4:55 p.m.)
Councillor Koziol
Councillor Campbell
Councillor Vaillancourt
Councillor Mendicino (3:30 – 4:45 p.m.)
Mayor McDonald (3:30 – 5:20 p.m.)

STAFF PRESENT:

J. Knox, L. Boissonneault, A. Cox, D. Euler, M. Karpenko, A. Korell, K. McIsaac,

Committee Chair, Sean Lawlor, called the meeting to order at 3:30 p.m.

1. Items Discussed:
 - OCWA "Bid" Compared to Draft Budget
 - 2013 Water and Sanitary Sewer Rates

Meeting adjourned at 7:10 p.m.

COUNCILLOR SEAN LAWLOR
CHAIR GENERAL GOVERNMENT

DEPUTY CITY CLERK KAREN McISAAC

COUNCILLOR TANYA VREBOSCH
CHAIR ENGINEERING AND WORKS

**MINUTES OF THE REGULAR MEETING
OF CITY COUNCIL
HELD MONDAY, OCTOBER 29TH, 2012**

PRESENT: Mayor McDonald, Councillors Lawlor, Anthony, Bain, Maroosis, Vaillancourt, Mayne, Mendicino, Campbell, Koziol

CORRESPONDENCE:

North Bay Public Library	re Resignation of Tammy Tipler-Priolo from the North Bay Public Library Board	(606)
The Royal Canadian Legion West Ferris (Branch 599)	re 2012 Poppy Campaign	(607)

REPORTS FROM OFFICERS:

Bellehumeur, R. Hillier, B.	re Overnight Winter Downtown Parking re North Bay-Mattawa Conservation Authority's Proposed Wetlands / Environmental Impact Study Policy	(608) (610)
Leckie, P. Valenti, P.	re Humane Society Agreement Renewal re Tender 2012-71, Ferguson St. Reconstruction	(621) (609)

Res. #2012-604: Moved by Councillor Anthony, seconded by Councillor Bain
That General Government Committee Report No. 2012-08 relating to:

- Long Term Capital Funding Policy Review

be adopted as presented.

Mayor McDonald declared a conflict of interest as he owns property in the Cedar Heights area.

Record of Vote (*Upon request of Councillor Vaillancourt*)

Yeas: Councillors Vaillancourt, Koziol, Anthony, Maroosis, Mendicino, Mayne,
Bain, Campbell, Lawlor

Nays: Nil

"CARRIED"

GENERAL GOVERNMENT COMMITTEE REPORT NO. 2012-08

October 29, 2012

TO THE COUNCIL
OF THE CORPORATION
OF THE CITY OF NORTH BAY

Your Worship and Councillors:

The General Government Committee presents Report No. 2012-08 and recommends:

That 1) City Council approve a One Million Dollar (\$1,000,000) one-time baseline Adjustment to the pay as you go amount in the 2013 Capital and Operating Budget; and

- 2) Council approve the Long Term Capital Funding Policy, as attached and amended to Report to Council CORP 2012-137, with debt being held at Nine Million Dollars (\$9,000,000).

All of which is respectfully submitted.

ASSENTS
 LAWLOR
 ANTHONY
 BAIN
 MAROOSIS

DISSENTS

Res. #2012-605: Moved by Councillor Koziol, seconded by Councillor Campbell That Engineering & Works Committee Report No. 2012-05 relating to:

- Speed Limit in and around Schools

be adopted as presented.

"CARRIED"

ENGINEERING & WORKS COMMITTEE REPORT NO. 2012-05

October 29, 2012

TO THE COUNCIL
 OF THE CORPORATION
 OF THE CITY OF NORTH BAY

Your Worship and Councillors:

The Engineering & Works Committee presents Report No. 2012-05 and recommends:

- That 1) City Council endorses a reduction in the speed limit of 10 km/hr around all schools within the City of North Bay on collector and arterial streets;
- 2) these areas be designated as "Community Safety Zones", which means fines will be doubled; and
 - 3) the Traffic & Parking By-Law 2002-001 be amended as required.

All of which is respectfully submitted.

ASSENTS
 KOZIOL
 CAMPBELL
 MAYOR McDONALD

DISSENTS

Res. #2012-606: Moved by Councillor Lawlor, seconded by Councillor Anthony That the resignation of Tammy Tipler-Priolo from the North Bay Public Library Board be received and Ms. Tipler-Priolo be thanked for her involvement on the Board.

"CARRIED"

Res. #2012-607: Moved by Councillor Lawlor, seconded by Councillor Anthony
That permission be granted to The Royal Canadian Legion West
Ferris (Branch 599) to conduct the 2012 Poppy Campaign as set out
in their letter dated October 18, 2012.

"CARRIED"

Res. #2012-608: Moved by Councillor Mendicino, seconded by Councillor Mayne
That Report from Rhéaume Bellehumeur dated October 24, 2012 re
Overnight Winter Downtown Parking be referred to the Community
Services Committee.

"CARRIED"

Res. #2012-609: Moved by Councillor Koziol, seconded by Councillor Campbell
That 1) City Council approve a Capital Expenditure By-Law, being
Project No. 3104WS Ferguson Street Reconstruction, in
the amount of \$1,700,000.00, being a 2013 Water and
Sewer Capital Budget Project; and
2) Council approve the award of a contract to Bruman
Construction Inc. in the amount of \$4,801,541.93 (plus
HST), for Ferguson Street Reconstruction.

Councillor Maroosis declared a conflict of interest as his son-in-law is employed by
Bruman Construction.

"CARRIED"

Res. #2012-610: Moved Councillor Mendicino, seconded by Councillor Mayne
That 1) City Council note and file the North Bay-Mattawa
Conservation Authority's proposed Wetlands and
Environmental Impact Study; and
2) Council authorize City staff to submit comments on the
draft policies.

"CARRIED"

Res. #2012-611: Moved by Councillor Lawlor, seconded by Councillor Anthony
That the following by-law(s) be read a first and second time:
By-Law No. 2012-215 to confirm proceedings of the Meeting of
Council on October 15, 2012.
By-Law No. 2012-216 to authorize the Fire Department Vehicle and
Equipment Replacement.
By-Law No. 2012-217 to authorize the replacement of Lakeshore
Drive Bridge.

"CARRIED"

Res. #2012-612: Moved by Councillor Lawlor, seconded by Councillor Anthony
That the following by-law(s) be read a third time and passed:
By-Law No. 2012-215 to confirm proceedings of the Meeting of
Council on October 15, 2012.
By-Law No. 2012-216 to authorize the Fire Department Vehicle and
Equipment Replacement.

By-Law No. 2012-217 to authorize the replacement of Lakeshore Drive Bridge.

"CARRIED"

Res. #2012-613: Moved by Councillor Mendicino, seconded by Councillor Mayne
That the following by-law(s) be read a first and second time:

By-Law No. 2012-218 to deem Lots 393 and 394, Plan 21 as not being subject to Part Lot Control pursuant to Section 50(7) of the *Planning Act*.

By-Law No. 2012-221 to authorize the execution of an Agreement with WIL Counselling and Training for Employment relating to the development and implementation of a web based tool for the HR North Project.

By-Law No. 2012-222 to authorize the execution of an Agreement with Bernard Rochefort Limited relating to Pete Palangio Arena - Dressing Room Dehumidification Project.

"CARRIED"

Res. #2012-614: Moved by Councillor Mendicino, seconded by Councillor Mayne
That the following by-law(s) be read a third time and passed:

By-Law No. 2012-218 to deem Lots 393 and 394, Plan 21 as not being subject to Part Lot Control pursuant to Section 50(7) of the *Planning Act*.

By-Law No. 2012-221 to authorize the execution of an Agreement with WIL Counselling and Training for Employment relating to the development and implementation of a web based tool for the HR North Project.

By-Law No. 2012-222 to authorize the execution of an Agreement with Bernard Rochefort Limited relating to Pete Palangio Arena - Dressing Room Dehumidification Project.

"CARRIED"

Res. #2012-615: Moved by Councillor Koziol, seconded by Councillor Campbell
That the following by-law(s) be read a first and second time:

By-Law No. 2012-219 to authorize the execution of an Agreement with AGAT Laboratories Ltd. relating to Analytical Laboratory Services.

"CARRIED"

Res. #2012-616: Moved by Councillor Koziol, seconded by Councillor Campbell
That the following by-law(s) be read a third time and passed:

By-Law No. 2012-219 to authorize the execution of an Agreement with AGAT Laboratories Ltd. relating to Analytical Laboratory Services.

"CARRIED"

Res. #2012-617: Moved by Councillor Campbell, seconded by Councillor Mendicino
That the following by-law(s) be read a first and second time:

By-Law No. 2012-220 to amend Traffic & Parking By-Law 2002-001
(Schedule 6 - Stop Signs).

"CARRIED"

Res. #2012-618: Moved by Councillor Campbell, seconded by Councillor Mendicino
That the following by-law(s) be read a third time and passed:

By-Law No. 2012-220 to amend Traffic & Parking By-Law 2002-001
(Schedule 6 - Stop Signs).

"CARRIED"

Res. #2012-619: Moved by Councillor Lawlor, seconded by Councillor Anthony
That Council adjourn in-camera pursuant to section 239.(2) of the
Municipal Act, 2001, as amended, at 7:17 p.m. for the following
reasons: Item No. 6, being advice that is subject to solicitor-client
privilege, including communications necessary for that purpose;
and Item No.'s 7 and 8, being the proposed disposition of lands by
the Municipality.

"CARRIED"

Res. #2012-620: Moved by Councillor Lawlor, seconded by Councillor Anthony
That Council reconvene at 9:14 p.m.

"CARRIED"

Res. #2012-621: Moved by Councillor Lawlor, seconded by Councillor Bain
That City Council approve an Extension Agreement with the North
Bay & District Humane Society in the amount of 2% annually for
the next three (3) years being 2013, 2014, and 2015.

Councillor Vaillancourt declared a conflict of interest as the North Bay & District
Humane Society is his employer.

Councillor Anthony declared a conflict of interest as his employer, Sofa
Communications, just completed a high profile fundraising project for the Humane
Society.

"CARRIED"

Res. #2012-622: Moved by Councillor Mendicino, seconded by Councillor Vaillancourt
That this Regular Meeting of Council do now adjourn at 9:16 p.m.

"CARRIED"

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

**MINUTES OF THE SPECIAL MEETING
OF CITY COUNCIL
HELD MONDAY, NOVEMBER 5TH, 2012**

PRESENT: Mayor McDonald, Councillors Lawlor, Anthony, Maroosis, Vaillancourt, Mayne, Mendicino, Campbell, Koziol, Vrebosch

REPORTS FROM OFFICERS:

Chirico, P.	re Possible OHL Franchise Relocation	(627)
Leckie, P.	re Possible OHL Franchise Relocation	(627)

Res. #2012-625: Moved by Councillor Mendicino, seconded by Councillor Mayne That Council adjourn in-camera pursuant to section 239.(2) of the *Municipal Act, 2001*, as amended, at 6:02 p.m. for the following reason: Item 1, being the proposed disposition of land by the Municipality and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

"CARRIED"

Res. #2012-626: Moved by Councillor Mendicino, seconded by Councillor Mayne That Council reconvene at 6:35 p.m.

"CARRIED"

Res. #2012-627: Moved by Councillor Mendicino, seconded by Councillor Mayne That Council agree in principle to ratify an agreement with the Brampton Battalion OHL Hockey Club for the leasing of Memorial Gardens and relocation to North Bay for the 2013-2014 hockey season, with a fifteen (15) year agreement.

Record of Vote (*Upon Request of Councillor Mendicino*)

Yeas: Councillors Mendicino, Campbell, Mayne, Anthony, Maroosis, Vrebosch, Vaillancourt, Lawlor, Koziol, Mayor McDonald.

Nays: Nil

"CARRIED"

Res. #2012-628: Moved by Councillor Campbell, seconded by Councillor Vaillancourt That this Special Meeting of Council do now adjourn at 6:55 p.m.

"CARRIED"

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

**MINUTES OF THE PUBLIC MEETING OF
CITY COUNCIL HELD UNDER THE *PLANNING ACT*
HELD MONDAY, NOVEMBER 5th, 2012**

PRESENT: Mayor McDonald, Councillors Lawlor, Anthony, Marosis, Vaillancourt, Mayne, Mendicino, Campbell, Koziol, Vrebosch.

1. Perut Construction Ltd., Andrew & Grace Wood & W.H. Holdum Inc. 309 & 333 King Street West and 1180 & 1188 Cassells Street and a vacant lot (billboard) on the corner of Cassells Street & King Street

Councillor Mendicino explained the purpose of the meeting.

The City Clerk advised that notice of the meeting was given by prepaid first class mail on the 3rd day of October 2012 to all owners of property within 120 metres of the subject property and by the posting of a placard on the subject property.

Steve McArthur explained the purpose of the rezoning application.

Councillor Mendicino asked for public presentations in support of or objecting to the Official Plan Amendment and Rezoning.

1. Dennis Laughlin – 399 McPhail Street
 - his letter has been circulated to Council
 - does not object to this OPA & Rezoning
 - objection is that residential property owned by applicant on McPhail Street is being used for parking, as a snow dump and for storage – By-Law needs to be enforced

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

**MINUTES OF THE SPECIAL COMBINED GENERAL GOVERNMENT
AND ENGINEERING & WORKS STANDING COMMITTEES'
WATER AND SANITARY SEWER BUDGET MEETING HELD
TUESDAY, NOVEMBER 6TH, 2012**

PRESENT: Councillor Lawlor, Chair of General Government Committee
Councillor Vrebosch, Chair of Engineering & Works Committee
Councillor Anthony
Councillor Maroosis (4:13 to 7:35 p.m.)
Councillor Koziol (4:13 to 5:45 p.m. and 6:05 to 7:47 p.m.)
Councillor Campbell
Councillor Vaillancourt
Councillor Mendicino (4:13 to 4:40 p.m.; 5:00 to 5:46 p.m.; and 6:05 to 6:40 p.m.)
Councillor Mayne
Mayor McDonald (5:16 to 5:46 p.m. and 5:54 to 6:30 p.m.)

STAFF PRESENT:

J. Knox, L. Boissonneault, C. Conrad A. Cox, D. Euler, M. Karpenko (4:13 to 5:35 p.m. and 6:10 to 6:12 p.m.), A. Korell

General Government Committee Chair, Sean Lawlor, called the meeting to order at 4:13 p.m.

1. Items Discussed:
 - Continuation of discussions from October 25th, 2012 Meeting re: 2013 Water and Sanitary Sewer Rates
 - Proposed enhancements.

Break from 5:56 to 6:05 p.m.

Meeting adjourned at 7:47 p.m.

COUNCILLOR SEAN LAWLOR
CHAIR GENERAL GOVERNMENT

CITY CLERK CATHERINE CONRAD

COUNCILLOR TANYA VREBOSCH
CHAIR ENGINEERING AND WORKS

GENERAL GOVERNMENT COMMITTEE REPORT NO. 2012-09

November 5, 2012

TO THE COUNCIL
OF THE CORPORATION
OF THE CITY OF NORTH BAY

Your Worship and Councillors:

The General Government Committee presents Report No. 2012-09 and recommends:

1. That the recommended changes to the City's Business Licensing By-Law be approved.

All of which is respectfully submitted.

	ASSENTS	DISSENTS
LAWLOR (CHAIRMAN)	_____	_____
ANTHONY	_____	_____
BAIN	_____	_____
MAROOSIS	_____	_____
MAYOR McDONALD	_____	_____

COMMUNITY SERVICES COMMITTEE REPORT NO. 2012-17

November 5, 2012

TO THE COUNCIL
OF THE CORPORATION
OF THE CITY OF NORTH BAY

Your Worship and Councillors:

The Community Services Committee presents Report No. 2012-17 and recommends:

1. That
 - a) the Proposed Official Plan and Zoning By-Law Amendment by Miller & Urso Surveying Inc. on behalf of Perut Construction Ltd., Andrew & Grace Wood, and M.W. Holdum Inc. to re-designate the subject lands from "Residential" to "Central Business District" and to rezone the subject lands from a "Residential Third Density (R3)" zone to a "General Commercial Outer Core (C2)" zone, 309 & 333 King Street West, 1180 & 1188 Cassells Street, and a vacant lot (billboard) on the corner of Cassells Street & King Street West, all in the City of North Bay be approved; and
 - b) the subject property be placed under Site Plan Control pursuant to Section 41 of the *Planning Act*, R.S.O., 1990 as amended in order to regulate parking, lighting, landscaping, storm water, drainage, garbage, play space, ingress, egress and fencing as required.

All of which is respectfully submitted.

	ASSENTS	DISSENTS
MENDICINO (CHAIRMAN)	_____	_____
MAYNE	_____	_____
VAILLANCOURT	_____	_____
MAYOR McDONALD	_____	_____

City of North Bay**Report to Council****Report No.:** CSBU 2012 - 74**Date:** October 30, 2012**Originator:** Steve McArthur, Senior Planner – Current Operations**Subject:** File No. 48CDM-04102 – 236, 238 & 240 Algonquin Avenue (Algonquin Lofts)**File No.:** D07/2004/CONDO/C&C/48CDM-04102

RECOMMENDATION

That the Manager of Planning Services be authorized as prescribed by the *Condominium Act, 1998* to sign the revised Condominium Plans for *Algonquin Lofts* located at 236, 238 & 240 Algonquin Avenue.

BACKGROUND

A Condominium Exemption was granted to the subject property by way of Council Resolution No. 2005-25. A Certificate of Exemption was issued by the City of North Bay on February 17, 2005.

The owners through their Lawyers Lucenti, Orland & Ellies and Agent, Rick Miller, OLS are now requesting an amendment to the Condominium Plans and accompanying declaration. The amendment would see two (2) commercial units on the Ground Floor Level converted to Common Elements for the exclusive use of the Owners and Tenants of the building. These units have been vacant for some time and are now proposed to become storage rooms for the personal contents of the Owners and Tenants.

The Chief Building Official has advised that there are no outstanding work orders for the property. The Chief Fire Prevention Officer has advised that there are no outstanding work orders for the property. The Manager, Engineering, Design and Approvals has advised he has no concerns. The Manager of Revenue and Tax has advised that taxes are paid in full and are current. Addresses have already been assigned by Building Services and Canada Post and have been in use for the past decade or so.

ANALYSIS / OPTIONS

Option 1. Authorize the Manager, Planning Services to sign the revised Condominium Plans for Algonquin Lofts so that the Owner can register the Condominium Plans.

Option 2. Not authorize the Manager, Planning Services to sign the revised Condominium Plans for Algonquin Lofts. This will prevent the owner from registering the Condominium Plan.

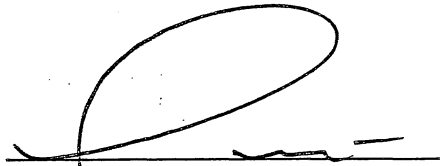
RECOMMENDATION

That the Manager of Planning Services be authorized as prescribed by the *Condominium Act, 1998* to sign the revised Condominium Plans for Algonquin Lofts located at 236, 238 & 240 Algonquin Avenue.

Planning Services has reviewed the application and has no issues with the proposal. Building Services, Taxation and the Fire & Engineering Departments have been consulted. They have offered no objection or concerns.

The condominium development has already undergone a full public planning process and was approved by City Council in 2005 (Council Resolution No. 2005-25). There are no matters of municipal concern outstanding. The building conforms to the City's Official Plan and Zoning By-law No. 28-80.

Respectfully submitted,



Steve McArthur, MCIP, RPP
Senior Planner, Current Operations



Beverley Hillier, MCIP, RPP
Manager, Planning Services

SM/IGK

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We concur with this report and recommendations.



Peter Leckie
City Solicitor



Alan Korell
Managing Director, Engineering,
Environmental Services and Public Works



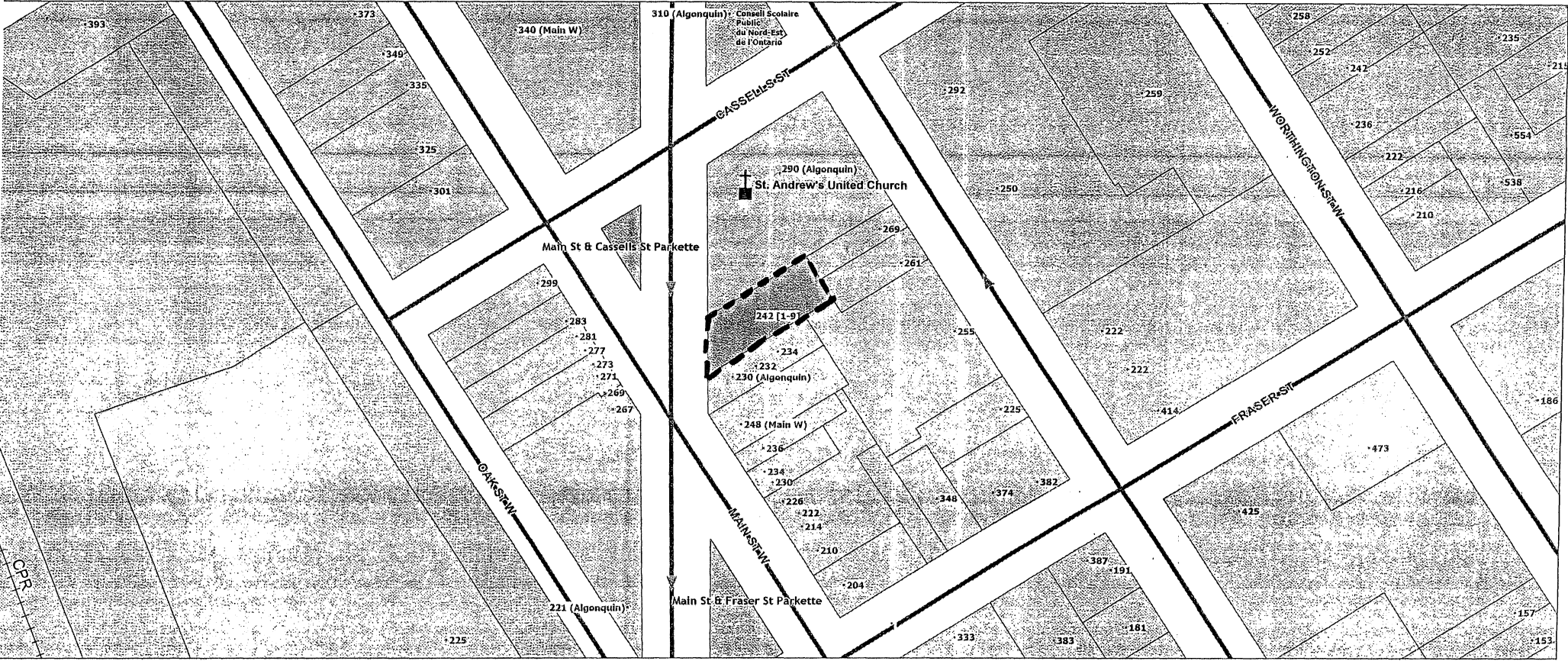
Peter Chirico
Managing Director, Community Services



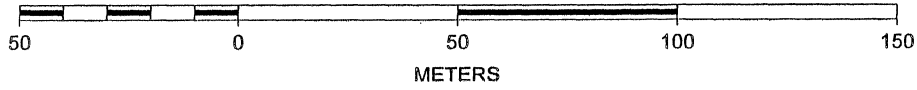
Jerry D. Knox
Chief Administrative Officer

Personnel designated for continuance: Steve McArthur - Senior Planner, Current Operations
Attach(s).

SCHEDULE A



SCALE 1 : 1,736



[] - ALGONQUIN LOFTS



Subject: Elected Official Invoice Register

File No. F14/2012/EOIR/GENERAL

Res. 2012 - _____

Moved by Councillor: _____

Seconded by Councillor: _____

That accounts totaling \$12,533,177.62 for September 2012 be approved.

Carried

Carried as amended

Lost

Conflict _____ Endorsement of Chair _____

Record of Vote (*Upon Request of Councillor* _____)

Yeas _____	_____	Nays _____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Signature of Clerk _____

CITY OF NORTH BAY REPORT TO COUNCIL

Report No: EEWS 2012-51

Date: November 1, 2012

Originator: Alan Korell, P.Eng., MCIP
Managing Director, Engineering, Environmental Services & Works

Subject: Highway 17 Route Planning Study, Phase II (Highway 11 easterly to Highway 531 - Bonfield)

RECOMMENDATION

That the Highway 17 Route Planning Study, Phase II as attached to Report to Council EEWS 2012-51 be referred to the Engineering & Works Committee for a presentation from the Ministry of Transportation on November 19, 2012 at 7:00 p.m.

BACKGROUND

The Ministry of Transportation has embarked on a Highway 17 Route Planning Study from Highway 11 easterly to Highway 531. The Ministry is ready to present Stage II of their study results (see attachment). The study will be important to the future development of the City and the M.T.O. The Ministry of Transportation feels a presentation made directly to City Council is warranted. The Phase I presentation happened on November 21, 2011.

OPTIONS ANALYSIS

Option # 1: That City Council refer the Highway 17 Route Planning Study, Phase II to the Engineering & Works Committee for a presentation from the Ministry of Transportation. This option is recommended.

Option # 2: That City Council not refer the Highway 17 Route Planning Study, Phase II to the Engineering & Works Committee for a presentation from the Ministry of Transportation. This option is not recommended.

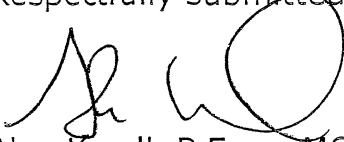
FINANCIAL IMPLICATIONS

There are no financial implications associated.

RECOMMENDED OPTION

That the Highway 17 Route Planning Study, Phase II as attached to Report to Council EEWS 2012-51 be referred to the Engineering & Works Committee for a presentation from the Ministry of Transportation on November 19, 2012 at 7:00 p.m.

Respectfully submitted,

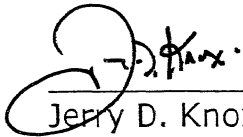


Alan Korell, P.Eng., MCIP

Managing Director, Engineering, Environmental Services & Works

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I concur in this report and recommendation.



Jerry D. Knox

Chief Administrative Officer

Personnel designated for continuance: Cathy Conrad

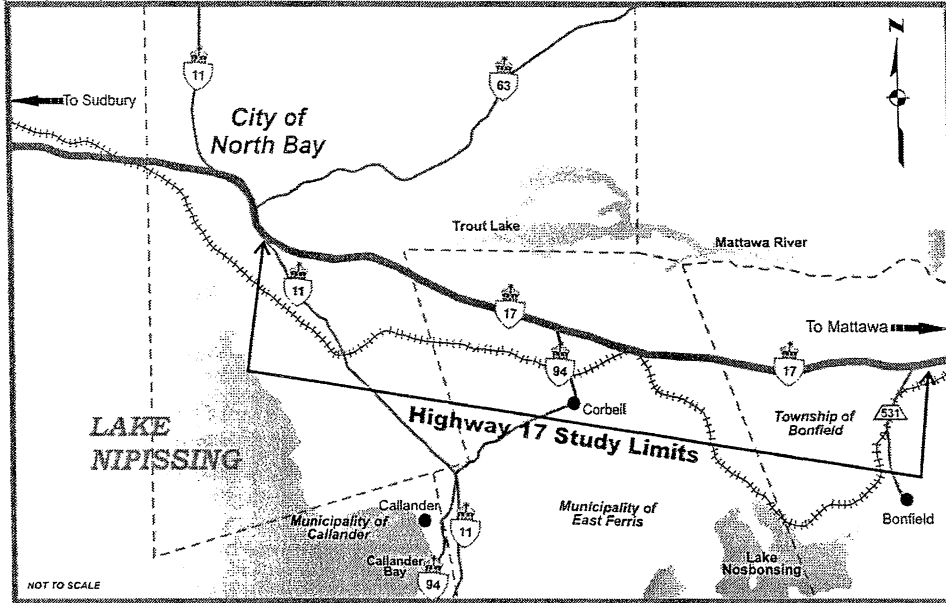
Copy to: J.D. Knox

Attachments: M.T.O. Highway 17 Route Planning Study, Phase II (Highway 11 easterly to Highway 531 - Bonfield).

PUBLIC INFORMATION CENTRE #2
Highway 17 Planning Study
From North Bay to Bonfield (GWP 5105-09-00)

THE STUDY

The Ministry of Transportation of Ontario (MTO) has retained McCormick Rankin (MRC) to undertake a Highway Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 17 from the Highway 11 south junction in North Bay, easterly to 2.7 km east of Highway 531, for approximately 26 km, as shown in the Key Plan. This study is developing and evaluating a range of reasonable alternatives, including improvements to the existing highway, realignment alternatives and/or combinations of the two. The study will result in the identification of a preferred plan for Highway 17 between North Bay and Bonfield to improve future traffic operations and to enhance highway safety.



THE PROCESS

The study will follow the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process for a Group 'A' project.

Consultation is taking place throughout the study with the public, First Nations and Aboriginal groups, municipalities, regulatory agencies, property owners, businesses, and interest groups. This study includes three rounds of Public Information Centres (PICs). Following the review of comments received at the First PIC held on November 23rd and 24th, 2011, the project team has completed the analysis and evaluation of the realignment alternatives being considered and has identified the preferred alignment. PIC #2 has been arranged to provide an opportunity for interested stakeholders to review and comment on the analysis / evaluation of the highway realignment alternatives, the preferred alignment and the development of the interchange and service road network alternatives.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be placed in the *North Bay Nugget* and on the project website (www.highway17routeplanning.ca) to advise the public of the PICs and the TESR review.

PUBLIC INFORMATION CENTRE #2

PIC #2 will be held as a drop-in style, open house format. Representatives of the project team will be in attendance to answer questions and receive comments. We encourage you to attend this PIC to provide us with your views and comments. PIC #2 is scheduled as follows:

Date:	Wednesday, November 21, 2012	Thursday, November 22, 2012
Location:	North Bay Elks Lodge #25 325 Elks Lane, North Bay, ON	Corbeil Park Hall 390 Hwy 94, Corbeil, ON
Time:	Open House Format: 4:00 p.m. to 8:00 p.m.	Open House Format: 4:00 p.m. to 8:00 p.m.

COMMENTS

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

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Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above.

Des renseignements sont disponibles en français en composant 1-877-562-7947 poste 1471 (Yannick Garnier).

Visit us at www.highway17routeplanning.ca



City of North Bay

Report to Council

Report No: CSBU 2012-81

Date: November 2, 2012

Originator: Rhéaume Bellehumeur, Facilities & Parking Supervisor

Subject: Downtown North Bay Parking Study Update

RECOMMENDATION

That the report attached to Report to Council CSBU 2012-81 regarding the Downtown North Bay Parking Study be received by Council and referred to Community Services Committee for further discussion.

BACKGROUND

In 2001, the Parking Study introduced by the BA Group Transportation Consultants offered the City direction regarding future parking requirements by preparing a list of recommendations to improve parking within the downtown core of North Bay. This study proved valuable as virtually all of the suggested changes were implemented with success. In 2005, this same consulting group assisted with the demands and layout of the Oak Street parking lots.

In light of the shift of Municipal parking operations from Corporate Services to Community Services and the positive results from the direction given by the BA Group, the City once again requested the services of this consultant to update the 2001 Parking Study.

Tasks Completed to Date

The study included consultation with the DIA, By-Law Enforcement, Planning, Economic Development, and Parking Operations. Occupancy surveys were completed over a six month period. To assist in establishing a future plan for the Parking Department, the program completed a review of existing conditions, current issues and future parking concerns. A list of recommendations was then prepared for the City's consideration.

The recommendations address a variety of subjects including; staffing expenses, occupancy levels both on-street and off-street, future property acquisitions, alternate transportation incentives, parking lot rental percentages and rates, and attendant parking services.

ANALYSIS / OPTIONS

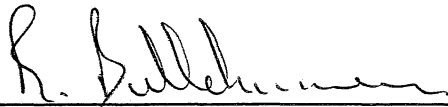
Option 1 - That the report attached to Report to Council CSBU 2012-81 regarding the Downtown North Bay Parking Study be received by Council and referred to Community Services Committee for further discussion.

Option 2 - That Council does not receive this report.

RECOMMENDED OPTION / FINANCIAL IMPLICATIONS

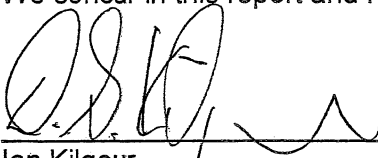
Option 1 - That the report attached to Report to Council CSBU 2012-81 regarding the Downtown North Bay Parking Study be received by Council and referred to Community Services Committee for further discussion.

Respectfully submitted,

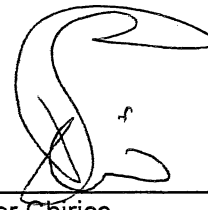


Rhéaume Bellehumeur
Facilities & Parking Supervisor

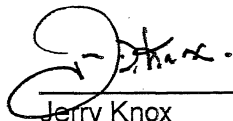
We concur in this report and recommendation,



Ian Kilgour
Director of Parks, Recreation & Leisure
Services



Peter Chirico
Managing Director, Community
Services



Jerry Knox
Chief Administrative Officer

Persons designated for continuance: Facilities & Parking Supervisor

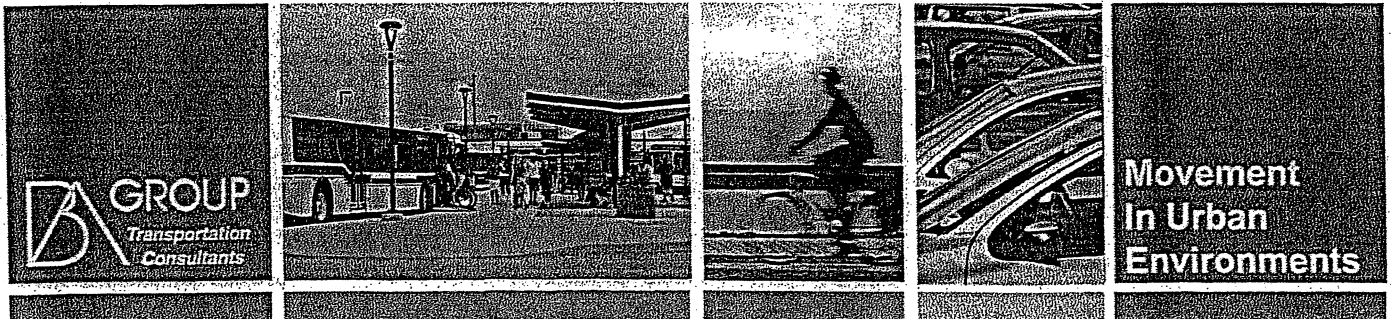
Attachments: 1) Downtown North Bay Parking Study, dated September 2012

Downtown North Bay Parking Study

North Bay, Ontario

Prepared For:
City of North Bay

September, 2012



Ian

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Appendix A

Parking Occupancy Survey Results by Facility

Appendix B

Parking Revenues & Expenses by Facility

1.0 Introduction

BA Group was retained by the City of North Bay to conduct a parking operations review and develop a strategy for the future operation of the municipal parking system serving the central business area of the City.

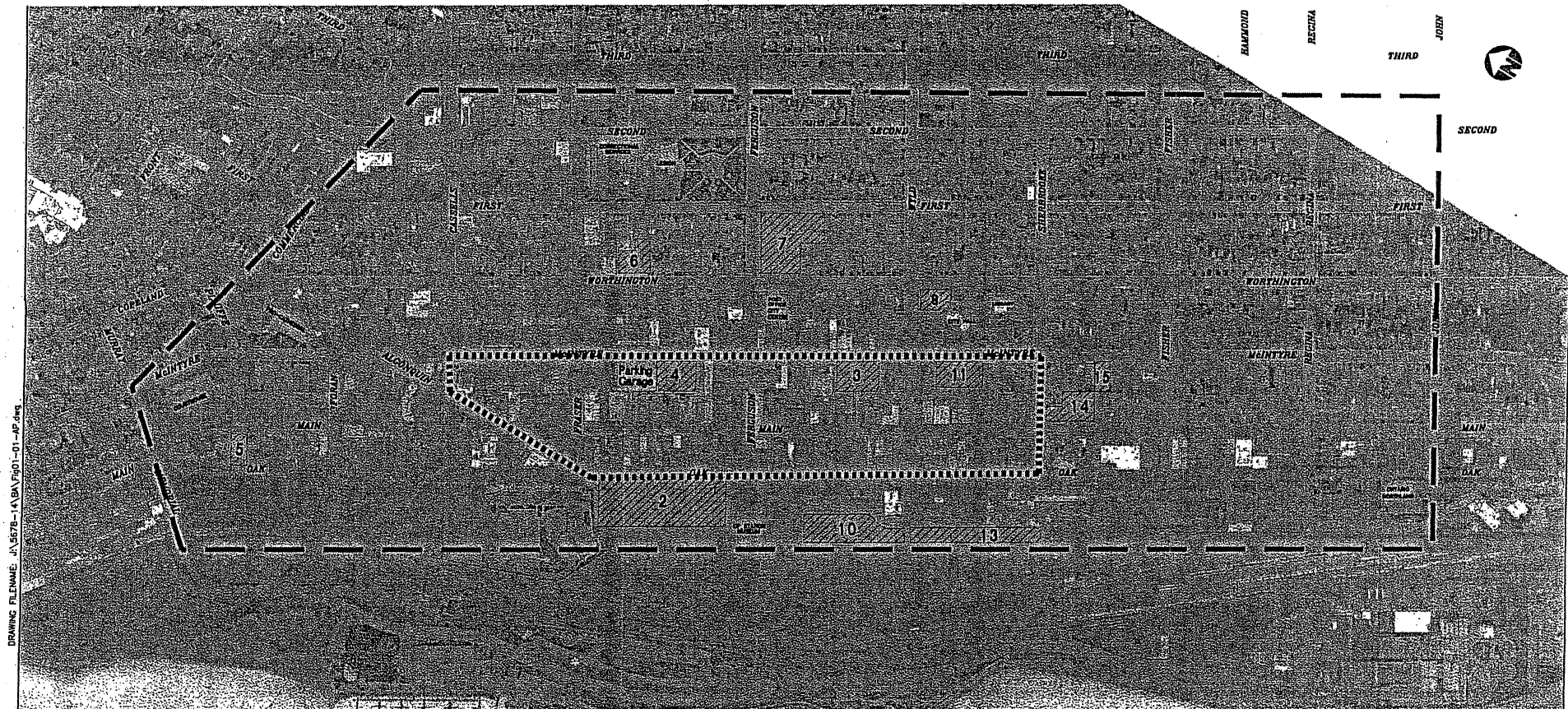
This study was initiated by the municipality for the following reasons:

- Since the last full scope parking study was conducted in October 2001, the municipal parking system has been improved by implementing virtually all of the recommendations provided in that study;¹
- The parking enforcement operation was detached from the parking operation in June 2010 and placed under the City Solicitor Department.
- Management of the municipal parking operation was moved from the Corporate Services Department to the Community Services department in June 2010.
- The McIntyre Street parking garage (Lot4) will be undergoing extensive structural repair once again, raising the question as to whether or not it would be more effective to replace the garage;
- There has been modest but significant growth in downtown employment uses that rely for the most part on the shared parking resources that are provided by the municipality as an economic development incentive;
- In light of the aforementioned issues, the municipality wants to understand the future need for public parking resources and the potential financial implications.

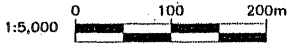
Figure 1, an aerial photograph of the downtown area, illustrates the study area context.

The following chapters serve to describe the existing situation, evaluate possible future conditions in the near to mid-term, and provide recommendations regarding the future parking operation.




¹ Downtown North Bay Parking Study, October 2001, BA Group



Date of Aerial Photo May 7 and May 8, 2011



STUDY AREA CONTEXT

-  Study Area Boundary
-  D.I.A. Boundary
-  Municipal Parking Lot/Garage

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DATE PLOTTED: September 11, 2012

Figure 1

2.0 Existing Conditions

2.1 Staffing

Until June 2010, the municipal parking operation was managed and administered by the Corporate Services Division of the City directed by the Manager of Corporate Support with a total staff of ten people, including seven contract staff (Commissionaires), and four municipal employees. The contract staff included four parking cashiers and three enforcement personnel. The City staff included a full time parking clerk and three parking maintenance personnel. The Manager of Corporate Support spent approximately one third of their time managing the parking operation. Although other staff time from Corporate Services and the legal department is spent on parking related matters, the cost of this time has not been allocated to the parking operation to date.

In June 2010, the enforcement function of the parking operation was detached and consolidated with general bylaw enforcement in the City Solicitor's Department, thereby transferring the operational responsibility as well as the revenues and costs of this activity out of the parking section.

In June 2010, the responsibility for parking operations was transferred to the Community Services Department which also has responsibility for Public Transit, Economic Development, Planning & Zoning Services, and Parks and Recreation. The municipal parking operation is managed by Mr. Rheaume Bellehumeur – Supervisor of Facilities & Parking. There is three full time staff including a Central City maintenance and repair co-ordinator and two parking meter service-collection personnel. There are also four cashiers under contract for the McIntyre Street Garage and the Oak Street surface lot 2. Although the cashiers are employed only for parking purposes and the cost allocated to parking operations, the staff report to the Bylaw Enforcement Officer. Heavy duty maintenance, snow ploughing and new construction is contracted out and charged back to the parking operation.

2.2 Parking Supply

Figure 2 illustrates the location of the municipal parking supply and the other private parking facilities. The existing supply of municipal parking totals some 1726 parking stalls including 1129 stalls located in ten different off street lots and one parking garage as well as 597 on-street paid parking stalls. The on-street parking stalls account for 35% of the total supply. This represents a net increase of 89 stalls from the 2001 parking study inventory of 1637 stalls, including an increase of 102 stalls in surface lots (up from 1027 stalls) and a reduction

of 13 on-street stalls (down from 610 stalls). Since 2001, many of the on-street parking meters have been replaced with Pay and Display machines.

Table 1 provides an outline of current parking rates in comparison to those in place in Year 2000 when the last formal parking study was conducted. Paid parking is in effect on all designated lots and streets from 8am to 6pm Monday to Friday. Saturdays, Sundays and Holidays are free of charge.

As recommended in the 2001 Study, one hour time limits for the on street meters have been increased to two hours in order to provide customers with more flexibility and minimize the incidence of tickets for overstaying the time limit. In addition, some 4 hour time limits have been introduced.

TABLE 1 CURRENT PARKING RATES

	Current	Year 2000
Core Area Meters	\$1.25 / hr	(0.75 / hr)
Non-Core Area Meters	\$1.00 / hr	(0.50 / hr)
Off-Street Pay & Display Lots	\$1.00 / hr	(0.60 / hr)
Garage and Lot 2 staffed	Two hours free then \$1.50 / hr	(1.00 / hr)
Monthly Employee Rentals	\$31.67 to \$83.59 / month	(\$25 to \$40)

The most significant municipal parking supply changes since 2001 have been:

- the reconstruction and eastward shift of the three surface lots south of Oak Street in conjunction with the redevelopment of the railway lands into park space, adding 18 stalls;
- the loss of some 29 stalls in Lot 11 in order to accommodate the TD Canada Trust development;
- Acquisition of Lots 14 (including a maintenance building) and 15 in the east end, adding 65 stalls;
- Expansion of Lot 7 by 33 stalls by acquiring the previous school board gravel lot;

The expansion of Lot 7 and acquisition of new surface parking in the east end (Lots 14 & 15) at a cost of approximately \$570,000 were both recommended in the 2001 Parking Study. The replacement of the Oak Street lots in conjunction with the Railway Lands redevelopment (also recommended in the 2001 study) were completed at a cost of approximately \$1.2 million.

Approximately 765 stalls or about 44% of the total municipal supply are used by employees who pay for the spaces on a monthly basis. There are currently 90 people waiting for monthly spaces in the system of which 28 are already parking in municipal lots or on multiple lists, leaving a net demand for 62 people who would purchase a monthly space if it were made available.

The estimated replacement cost of the current parking system is roughly \$13.0 million dollars or about \$7525 per stall, an important asset for the downtown area. This includes roughly \$12.0 million for the off street facilities (\$10,630/stall) and \$1 million for the on-street spaces (\$1675/stall).

2.3 Parking Occupancy Levels

Parking occupancy surveys were conducted by the City in March and December 2011, before and after the substantial completion of the reconstructed Oak Street surface lots respectively. Several weekdays were surveyed during each month. Previous surveys have indicated that weekday system occupancy is much higher than weekends due to the substantially higher employee parking demand generated by non-retail business in the downtown area. The peak occupancy of the municipal parking system reached 986 vehicles in December or 57% of the 1726 stall supply for the entire downtown area. In March, the peak occupancy reached 901 vehicles or 52% of the 1726 stall total municipal supply. Keeping in mind the need to maintain a 10% to 15% vacancy level in order to allow people to find a space in a reasonable amount of time, these occupancy levels indicate that there are at least 480 vacant parking spaces available for use throughout the downtown. This includes 195 spaces in surface lots and 285 on-street spaces.

Figure 3 provides a graphic illustration of the peak occupancy levels for the three geographic zones within the larger downtown study area for December 2011.

Within the DIA boundary, the peak occupancy reached 335 vehicles or 73% of the total municipal supply. Within the broader downtown core area, the peak occupancy reached 612 spaces or 59% of the 1041 stall municipal supply. On street parking occupancy reached 56% within the DIA area while lots 4, 3 and 11 reached 83% occupancy.

Appendix A provides a more detailed breakdown of the occupancy levels in each lot and block face in the study area. The off street parking facilities with the highest occupancy levels in December were:

- The McIntyre Garage(Lot 4) at 100% primarily due to the substantial number of monthly employee parkers;
- Lot 7 at 94%, probably due to a special Christmas event;²
- Lot 5 at 93%, primarily due to courthouse related demand
- Lot 6 was 80% occupied.

The lots in the vicinity of the City Hall and east end were approximately 60% occupied while the three lots south of Oak Street were 49% occupied.

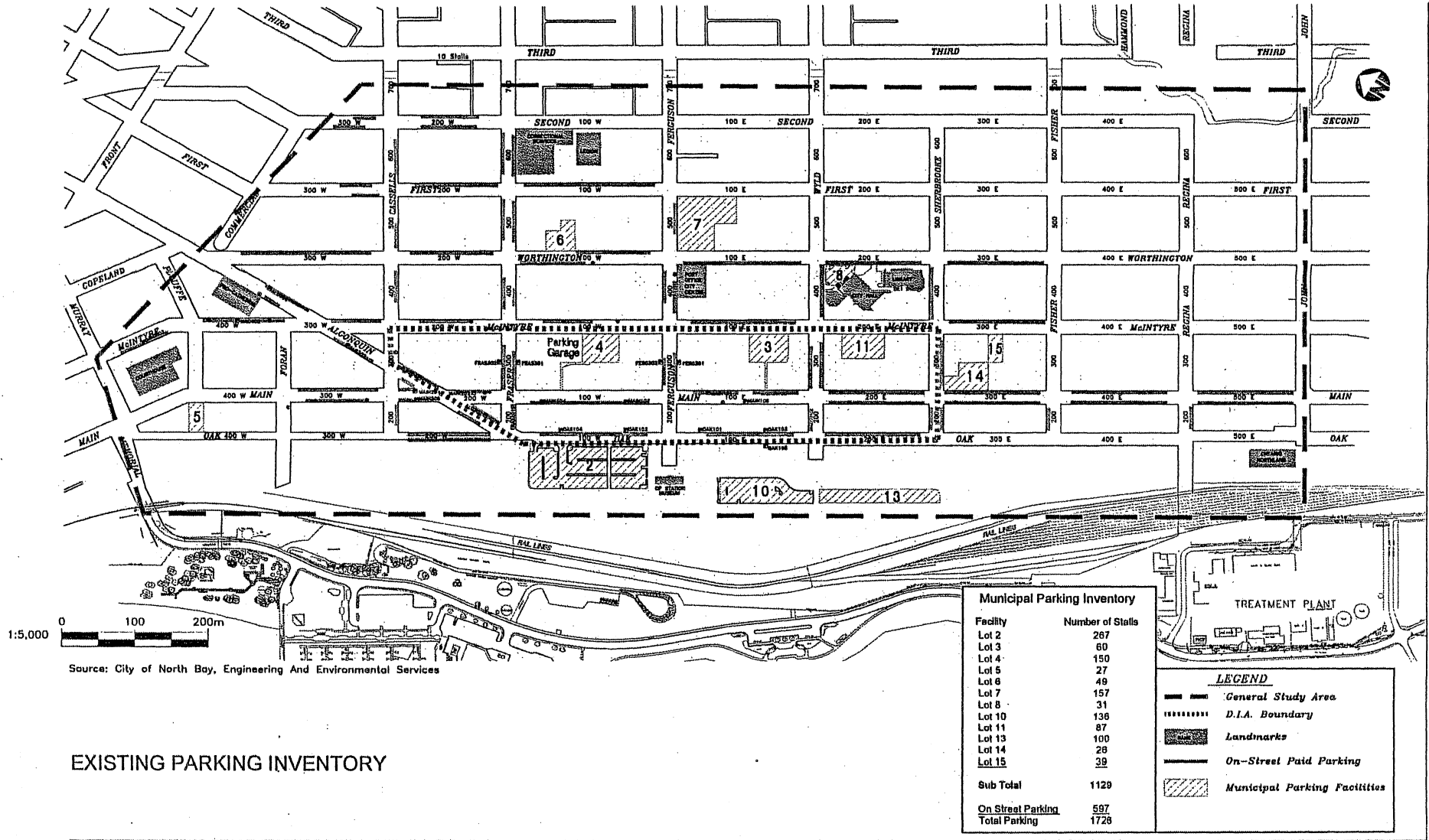
Based upon this information, it appears that there is a sufficient supply of on street parking throughout the downtown area and within the DIA boundary. The McIntyre garage is fully utilized in meeting employee demand for monthly parking generated by business in the area and providing a modest amount of two hour free parking for visitor parking. There is also a waiting list of 17 employees for this garage. Lot 7 appears to have sufficient capacity at the present time, although this might change when the strip of property along Third Street blocks 100 and 200 West (former railway line) are developed, thereby displacing about 65 people who currently park for free along the south side of Third Street. Most, if not all of these people work at the Ministry of Correctional Services building, but park on-street to avoid paying for parking in the Ministry building parking lot.

The City should conduct parking occupancy surveys on a regular basis at one or two year intervals in order to obtain accurate information regarding the use of the lots and provide guidance regarding the need to consider adding new parking facilities.

² During the other December and March survey days the occupancy of this lot was about 100 spaces or 64%.

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DATE PLOTTED: September 11, 2012



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Source: City of North Bay, Engineering And Environmental Services

EXISTING PARKING INVENTORY

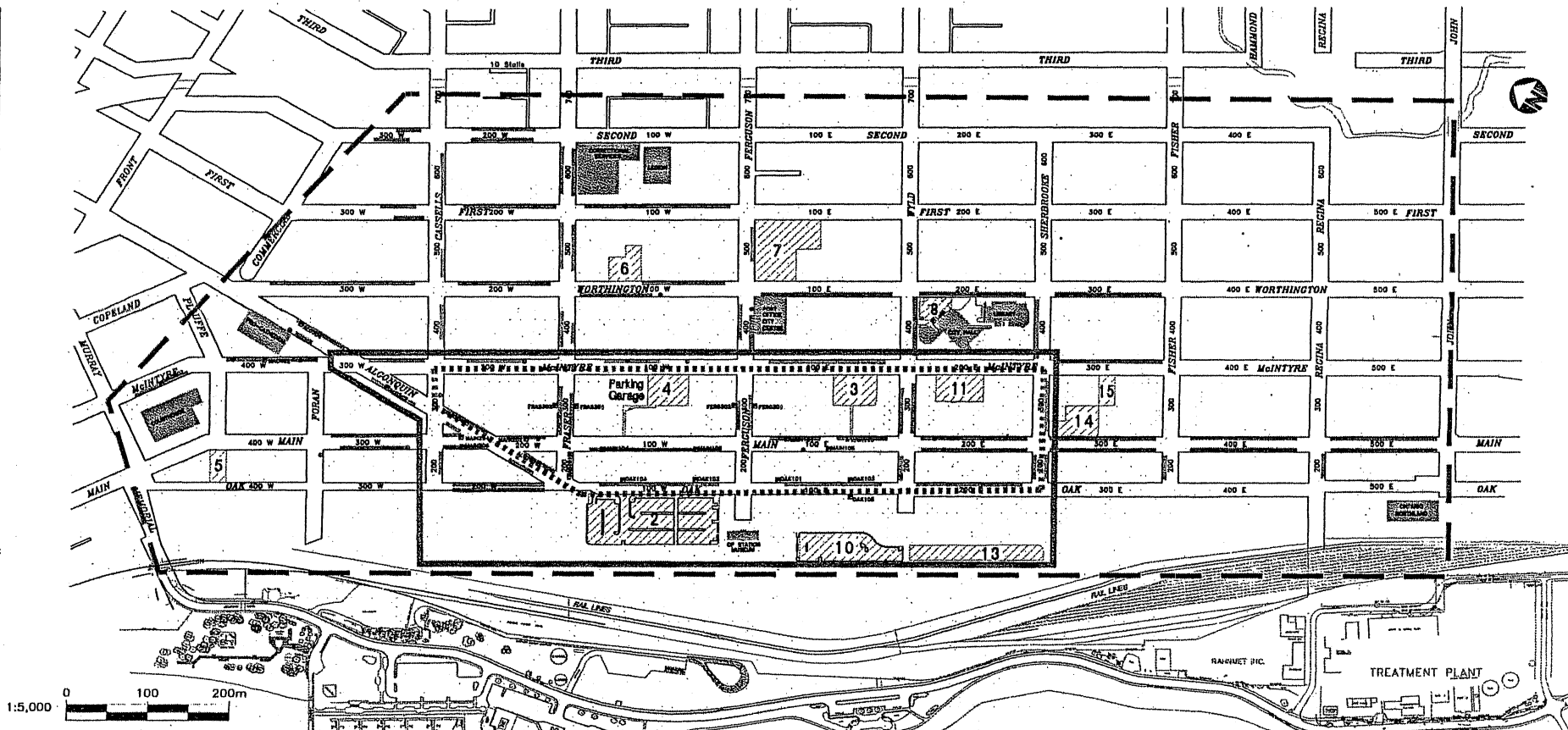
Municipal Parking Inventory

Facility	Number of Stalls
Lot 2	267
Lot 3	60
Lot 4	150
Lot 5	27
Lot 6	49
Lot 7	157
Lot 8	31
Lot 10	136
Lot 11	87
Lot 13	100
Lot 14	29
Lot 15	39
Sub Total	1129
On Street Parking	597
Total Parking	1728

LEGEND

- General Study Area
- D.I.A. Boundary
- Landmarks
- On-Street Paid Parking
- Municipal Parking Facilities

Figure 2



Source: City of North Bay, Engineering And Environmental Services

TYPICAL PARKING OCCUPANCY LEVELS

Boundary Line Colour	Parking Area	No. of Stalls	OCCUPANCY LEVELS - DECMEBER WEDNESDAY					
			On-Street		In Lots		Total	
			Vehicles Parked	% Occupied	Vehicles Parked	% Occupied	Vehicles Parked	% Occupied
---	Total Study Area	1728	223	37%	763	68%	986	57%
---	Broader Downtown Area	1041	119	49%	493	62%	612	59%
.....	D.I.A Area	458	89	56%	246	83%	335	73%

LEGEND

- Total Study Area
- D.I.A. Area
- Broader Downtown Area
- █ Landmarks
- On-Street Paid Parking
- ▨ Municipal Parking Facilities

Figure 3

2.4 Parking Revenue & Expenses

Table 2 provides a six year summary of the parking revenue and expenditures.

As mentioned earlier, the enforcement function was removed from the parking operation in June 2010 and transferred to the Legal Services Department. This change resulted in a drop in net revenue for the municipal parking system of approximately \$180,000 per year.

A review of the parking operations expenditures indicates that they are in reasonable alignment with typical operating costs (excluding debt service and realty taxes) for similar municipal parking operations. It appears that the allocation of staffing costs could be improved modestly, by more accurately reflecting actual staff time. For example, it appears that the Facilities and Parking Supervisor actually spends more time on parking operations compared to the budgeted amount while the clerk in enforcement services spends a portion of their time on parking administration which is not allocated to parking operations. In addition, it appears that some of the time associated with the Central City Co-ordinator position does not belong in the parking operations budget. A more accurate reflection of these staff costs might result in a modest reduction in the parking budget staffing costs.

We have prepared an approximate cost/revenue summary for each of the lots, garage and on-street parking operation based upon the 2012 operating budget in order to better understand the source of operating surplus and deficit excluding debt service costs. The Table A1 in Appendix B indicates that the off street parking facilities generate a very modest surplus of approximately \$10,000 per year while the on-street parking revenue generates an operating surplus of approximately \$160,000 per year. This situation is typical for most municipal parking operations except for those in very large Cities where parking rates are much higher. Lots 2 and 4 (garage) generate the largest operational deficits followed by Lot 13; at \$31,000 \$43,000 and \$15,000 respectively. The primary reason for the deficits on Lots 2 and 4 are the costs associated with the attendants when two hour free parking is provided. A total of only \$33,000 in short term hourly parking revenue is collected by the cashiers at a cost of approximately \$85,000. Restoring regular parking fees and instituting a token discount system, or eliminating the need for cashiers would substantially improve this situation. The deficit on Lot 13 is primarily related to the relatively low employee parking rates (i.e. \$95.01 per quarter or \$31.67 per month) combined with a relatively low utilization rate (i.e. 26%).

The debenture costs largely relate to the extensive structural repairs which have been undertaken in the existing public parking garage and the acquisition of Lot 14. The balance remaining on the debentures at the end of 2012 will be approximately \$366,000. However, there is currently not any parking reserve money set aside to cover future maintenance and repair or fund future parking facility development. The McIntyre Street garage (Lot4) is

scheduled to undergo approximately \$990,000 in structural repairs in 2012 which will substantially increase the debt load allocated to the municipal parking operation adding perhaps \$69,000 per year to bring the annual debt payment to approximately \$162,000 per year. This will almost eliminate the parking operations budget annual surplus of \$75,320 expected for 2012.

TABLE 2

Municipal Parking Operation Revenues & Expenses - 2007 to 2012

Revenues/Expenses	2007 Actuals	2008 Actuals	2009 Actuals	2010 Actuals	2011 Actuals	2012 Budget
Meter Revenue	\$ 440,025	\$ 463,705	\$ 447,454	\$ 448,299	\$ 444,285	\$ 410,700
Employee Parking Rentals	\$ 298,546	\$ 327,815	\$ 347,125	\$ 360,393	\$ 384,713	\$ 431,000
Parking Fines	\$ 184,954	\$ 224,483	\$ 202,402			\$ 40
Court Fines	\$ 61,010	\$ 71,494	\$ 76,155			
Other Revenues	\$ 1,743	\$ 1,660	\$ 2,240	\$ -	\$ 2,201	
Total Revenues	\$ 986,278	\$ 1,089,157	\$ 1,075,376	\$ 808,692	\$ 831,199	\$ 841,660
Salary/Benefits	\$ 233,663	\$ 260,778	\$ 239,932	\$ 273,567	\$ 275,835	\$ 228,424
Commissionaires Contract	\$ 174,723	\$ 183,535	\$ 185,063	\$ 85,741	\$ 85,741	\$ 85,741
Office Supplies/Admin Costs	\$ 25,043	\$ 15,354	\$ 15,926	\$ 7,470	\$ 14,183	\$ 14,100
Collection Agency Fees	\$ 11,500	\$ 7,753	\$ 2,017	\$ 899	\$ 560	\$ -
Advertising & Promotion	\$ 8,807	\$ 17,758	\$ 13,105	\$ 10,434	\$ 9,884	\$ 10,000
Vehicle Lease	\$ 6,772	\$ 1,794	\$ 199	\$ 211	\$ -	\$ -
Postage	\$ 3,807	\$ 3,993	\$ 3,870	\$ 2,492	\$ 818	\$ 700
Telephone	\$ 4,482	\$ 3,737	\$ 3,386	\$ 1,904	\$ 2,041	\$ 2,000
Parking Meter Maintenance	\$ 20,554	\$ 24,106	\$ 8,074	\$ 11,331	\$ 7,065	\$ 10,000
Employee Parking Tags	\$ 37,445	\$ 40,964	\$ 46,773	\$ 50,848	\$ 47,122	\$ 44,700
Equipment Maintenance	\$ 6,673	\$ 14,082	\$ 38,205	\$ 57,594	\$ 63,564	\$ 56,000
Insurance	\$ 5,663	\$ 5,393	\$ 27	\$ 30	\$ 31	\$ 63
Machinery & Equipment	\$ -	\$ -	\$ -	\$ 182	\$ 778	\$ 1,000
Miscellaneous Costs	\$ -	\$ -	\$ 805	\$ 2,844	\$ 639	\$ 3,500.00
Taxes	\$ 115,281	\$ 112,110	\$ 112,419	\$ 103,824	\$ 104,212	\$ 108,000
Total General Overhead	\$ 654,413	\$ 691,357	\$ 669,801	\$ 609,371	\$ 612,473	\$ 564,228
Goods and Services						\$ 3,000
Electricity	\$ 33,152	\$ 31,583	\$ 31,094	\$ 35,909	\$ 30,457	\$ 33,000
Grounds Maintenance	\$ 28,387	\$ 32,355	\$ 17,958	\$ 14,166	\$ 33,503	\$ 33,000
Snow Removal	\$ 46,480	\$ 52,013	\$ 40,577	\$ 26,834	\$ 36,924	\$ 40,000
Total Allocated Expenses	\$ 108,019	\$ 115,951	\$ 89,629	\$ 76,909	\$ 100,884	\$ 109,000
Total Expenditures	\$ 762,432	\$ 807,308	\$ 759,430	\$ 686,280	\$ 713,357	\$ 673,228
Total Debenture Costs	\$ 56,299	\$ 56,531	\$ 56,642	\$ 91,673	\$ 92,525	\$ 93,112
Net Revenue After Expenses	\$ 167,547	\$ 225,318	\$ 259,304	\$ 30,739	\$ 25,317	\$ 75,320

3.0 Current & Future Parking Issues

3.1 Current Operational Issues

A meeting with DIA representatives in March 2012 did not indicate any major concerns with the current parking operation; however the following issues were identified:

- The perception by some that parking regulations are too vigorously enforced and tickets are given out too frequently;
- The consistently full condition of the McIntyre Garage (Lot 4), especially the two hour free section;
- The need to consider 2 hour free parking in Lot 3 in light of the garage full challenge;
- The impact of garage rehabilitation on the availability of parking in the west end;

The perception of over enforcement can be improved through regular meetings with the DIA, parking enforcement and parking operations staff.

The potential for reducing future parking demand by implementing a carpool incentive program, especially for the McIntyre Garage (Lot 4), was discussed. Such a program could include reserved stalls on the lower levels of the garage (excluding the short term parking areas) near the stairs/elevators and viewed as being worth a try.

The addition of bicycle parking racks or storage lockers in some of the lots was also discussed as a way to reduce some parking demand during the spring/summer and fall.

The idea of promoting public transit use was also discussed in general terms.

The garage rehabilitation project will be conducted over a five month period beginning in August 2012, in order to minimize the time the parking is disrupted. At present, there are approximately 55 spaces available in Lot 7 and 140 spaces available in Lot 2 to accommodate displaced customers in the garage. This would be enough to accommodate relocation of all 150 spaces at once. Once the rehabilitation is finished, 10 carpool spaces should be introduced to test the market for this type of service. At the same time, regular monthly parking rates should be increased in this very popular location in order to reduce demand at this facility, encourage use of alternate lots and increase the potential for carpooling.

As mentioned earlier in sections 2.2 and 2.3, there is a waiting list for employee permit parking in municipal parking lots for 90 people of which 28 are already parking in the municipal system or are on multiple lists, leaving a net new demand for approximately 62 new spaces.

The City should also consider selling more employee parking permits in certain lots in order to increase utilization and meet some of the demand on the waiting list mentioned earlier. Currently, with the exception of the McIntyre Garage (Lot 4), the City does not oversell the number of parking spaces it allocates in each lot for employee parking. In many municipal parking operations and oversell rate of at least 10% is typically used for employee parking which reflects the fact that some people are away on vacation, sick leave or for training and job related trips. For example, in Lot 11, the occupancy surveys indicate a maximum of 47 permit parkers at any one time compared to 56 permits sold. The overall occupancy of the lot is 60% with 35 vacant spaces. There are 13 people on the wait list for Lot 11. It appears that the City could easily accommodate the 13 people on the wait list. Similarly on Lot 7, the maximum number of employee permit parkers at one time is approximately 90 out of 129 permits sold, except for the unusual pre-Christmas spike noted in section 2.3 when 119 of the 129 permit holders were present. The overall lot occupancy appears to be about 100 out of 157 spaces or 64% except for the Christmas spike in demand noted above. This suggests that an oversell rate of at least 10% could be accommodated at this lot. There are 5 people on the employee permit waiting list for Lot 7 who could easily be accommodated. There are 2 people on the wait list for Lot 15 that could easily be accommodated. Altogether, 20 out of 62 people on the employee permit waiting list could be accommodated in the three locations above. This would improve service for downtown employees and generate additional revenue for the parking system.

3.2 Short to Medium Term Issues

As mentioned in Section 2.3, the McIntyre Street Garage is generally full in meeting employee demand in the area and has a waiting list of 17 people. Lot 7 currently operates at about 64% occupancy with a 57 space vacancy. However the redevelopment of the former rail line lands along Third Street in the 100 and 200 West blocks will dislocate approximately 65 people who likely work at the Provincial Government Office and presently park in this area. This demand could substantially fill Lot 7 unless these people found alternative parking elsewhere.

There is significant development potential on the two vacant lots on Main Street West, just west of Ferguson Street, both of which extend through to Oak Street. If the east site owned by the Blue Sky family Health Team were developed with grade level retail and two floors of office space, totalling some 2500 sq. metres of floor space, a demand for 60 to 75 spaces might be generated. If the adjoining lot developed in similar fashion, demand for an additional 35 spaces might be generated plus the lost parking already used on the sites. Approximately 30 private parking spaces on these two building sites would also be lost. There is capacity available on Lot 2 for about 120 spaces which could facilitate development on

these two sites, but it would fill the lot and initiate a desire to supply more municipal parking in the area.

Although there is sufficient capacity available to meet demand on a system wide basis in the foreseeable future, good proactive planning should include acting on opportunities to incrementally improve the system by acquiring strategic properties for future expansion. This should include optimizing the size and shape of larger, appropriately located surface lots so that they could accommodate a parking garage in the future should the need arise.

Lot 7 was identified in the past as a potential future garage site given its size and shape. In order to maximize the efficiency of the garage layout, it would be desirable to acquire one housing lot on Worthington Street immediately adjacent to the site, should it become available. This would also allow the lot to expand by about 15 spaces in the interim. With this lot configuration, a three level parking garage could be constructed with a capacity of about 440 spaces, an increase of 283 spaces over the existing 157 space surface lot. Acquiring the next two houses in order to square off the lot would add about 35 more stalls and further enhance the efficiency of this site and enable the inclusion of some ground floor commercial space in the garage, if marketable. It is unlikely that the demand for an additional 283 spaces in this area of the downtown will materialize in the short or medium term. However, a garage with a single level above grade would result in a net increase of about 140 spaces.

As per the recommendations in the 2001 Parking Study, Lot 2 has also been configured in a size and shape to facilitate the future construction of an efficient parking garage should the need arise. Approximately 200 to 400 additional spaces could be obtained with one or two levels above grade respectively. It is unlikely that the demand for 400 additional spaces will materialize in the medium term.

Once the McIntyre garage rehabilitation is complete at the end of the year, an assessment will be available regarding its future lifespan and future repair costs. Should it be determined that the McIntyre Street garage be demolished due to the unsustainable cost of future structural repairs, the options exist to provide replacement parking on Lots 2 and or 7 as described above.

Another improvement that should be pursued is the acquisition of the house immediately adjacent to the east side of Lot 11. This would improve visibility at the exit from the lot and provide enough space to facilitate the future development of a garage on this site in the long term. Acquisition of the second house would allow for a future garage while still maintaining an open throughway on the west side of the lot to access the rear loading areas of the buildings fronting Main Street.

Another improvement would be to improve the attractiveness of Lot 13 by acquiring some property to implement a pedestrian walkway through to Oak Street.

3.3 Demand Management Considerations

In order to minimize the potential future cost of expensive parking garages, consideration should be given to promoting and facilitating alternative transportation options for employees working in the downtown. Each person who carpools, cycles or takes public transit could reduce the need for a \$35,000 parking space in a garage or a \$10,000 surface parking space when land costs are included.

As mentioned earlier in Section 2.2, approximately 750 monthly employee parking permits are issued for the municipal parking system. If only 10% of these parkers decided to use alternative travel modes, the need for additional future parking would be reduced by 75 spaces. This would save \$2.6 million in future garage costs or \$750,000 in future surface lot costs. It would also be helpful for the environment. A similar sized reduction might be achieved on private parking lots, thereby freeing up parking space for new tenants or land for future development.

One of the most important tools to encourage people to consider alternative travel modes is appropriate parking pricing, especially for employee parking. Generally speaking, the monthly cost of a well located employee parking space should at least equal the cost of a monthly bus pass – which is currently \$80 in North Bay. With this in mind, the minimum monthly price for employee parking in Lots 3, 4, and 11 should be \$80 including taxes. Given the demand in Lot 4 (McIntyre garage), the rates should be higher than \$80 per month.

It is also important to provide some reduced rate carpool spaces in convenient locations in the various facilities throughout the downtown starting with Lots 3, 4 and 11. A reasonable starting point would be to designate 10 spaces in Lot 4 (garage), 3 in Lot 3, and 5 in Lot 11. The amount could be adjusted depending upon actual demand. The rates for registered carpool spaces should be set at a 25% discount or \$60 per month.

Given that most residential areas in North Bay are within 5 kilometres of the downtown area, cycling to work could be a viable option in non-winter months. With this in mind, the City should provide secure bicycle parking in Lots 3, 4 and 11 for a trial period.

Public transit service is a more flexible and scalable form of infrastructure than providing parking garages. Transit service can be adjusted to meet varying demands, in many cases

with relatively low marginal costs compared to providing parking spaces. It is also much more environmentally friendly than encouraging single occupant vehicle travel by providing parking. A review of the City Transit service indicates that it covers most areas of the City reasonably well and focuses on the Downtown bus terminal. This means that a transit route is available for most people who live in the City and work downtown, although route reliability and frequency would have to be addressed to attract new riders.

A good pilot project to test the potential for the use of alternative travel modes could be City Hall employees. On line surveys could be conducted to understand employee commuting characteristics and then those employees most suited to trying alternative travel options could be the focus of special marketing programs to entice them to switch travel modes. Depending on the success of this program, it could be refined and then applied to other large employers in the downtown.

3.4 Future Financial Considerations

As described in Section 2.4, the municipal parking system is expected to operate with a net surplus of approximately \$75,000 in 2012 after deducting debenture costs associated with lot acquisitions and past rehabilitations of the McIntyre Street garage (Lot 4). The net annual surplus of the municipal parking system has been significantly reduced since enforcement activity and revenues have been removed from the operation in June 2010, resulting in a net reduction in surplus revenue of approximately \$180,000 per year.

The McIntyre garage will be undergoing approximately \$990,000 in structural repairs in 2012 which will substantially increase the debt load allocated to the municipal parking operation by perhaps \$69,000 per year, which will almost eliminate the annual surplus of \$75,000.

In addition to the major expense that will be incurred for the garage rehabilitation in 2012, the Capital Budget and Forecast for the municipal parking operation includes an allowance for the following items:

- \$100,000 in each of Years 2013, 2016 and 2019 (a total of \$300,000) for vehicle and equipment replacement including parking gates, meters and pay and display equipment;
- \$100,000 in each of Years 2013, 2015, 2017 and 2019 (a total of \$400,000) for parking lot maintenance and improvements;
- \$400,000 in each of Years 2014 and 2019 (a total of \$800,000) for property/parking lot acquisition.

The property and Lot acquisition program will be funded through debenture financing as it has in the past. About \$27,500 per year could be added to the parking budget in 2014 to fund \$400,000 in debenture costs for Lot acquisition, which in combination with the garage rehabilitation debenture costs would eliminate the operating budget surplus. If the other capital improvement projects were funded directly by the parking operation, it would operate in a modest deficit position.

The capital improvements for vehicle and equipment replacement may be funded through the general tax base. The parking lot maintenance and improvement program may also be funded through the general tax base. Although these capital expenditures may be funded through the general tax base, they should be recorded and monitored as investments in the municipal parking operation.

Table 3 provides an approximate picture of the municipal parking system financial outlook taking into account the expenditures described above. It is assumed that operational costs increase at 3% per year and *employee* parking income increases at the same 3% per year rate on average.

The projection indicates that the municipal parking system will likely operate in a net deficit position in 2014 and 2015 and a break even position in 2016 and 2017. If the capital costs associated with future equipment replacement and lot maintenance and repair are also included, the annual deficit will increase substantially and occur in each year from 2013 to 2017.

Annual operating surpluses could be improved by increasing hourly parking rates or eliminating cashier staff in the McIntyre garage (Lot 4) and Lot 2. Eliminating the cashiers in the garage where most of the parking activity is employee related, would reduce expenditures and increase net revenue by approximately \$43,000 per year. Increasing hourly parking rates by 25% would generate approximately \$100,000 per year. These adjustments would increase the annual parking system surplus to levels approaching what they were prior to the removal of the enforcement operation and would allow it to fund the irregular equipment replacement and lot reconstruction costs anticipated over the next few years.

TABLE 3

Municipal Parking Operation Revenue & Expense Projection - 2012 to 2017

Revenues/Expenses	2012	2013	2014	2015	2016	2017
Meter Revenue	\$ 410,700	\$ 410,700	\$ 410,700	\$ 410,700	\$ 410,700	\$ 410,700
Employee Parking Rentals	\$ 431,000	\$ 443,930	\$ 457,248	\$ 470,965	\$ 485,094	\$ 499,647
Parking Fines	\$ 40					
Court Fines						
Other Revenues						
Total Revenues	\$ 841,660	\$ 854,630	\$ 867,948	\$ 881,665	\$ 895,794	\$ 910,347
Salary/Benefits	\$ 228,424	\$ 235,277	\$ 242,335	\$ 249,605	\$ 257,093	\$ 264,806
Commissionaires Contract	\$ 85,741	\$ 88,313	\$ 90,963	\$ 93,692	\$ 96,502	\$ 99,397
Office Supplies/Admin Costs	\$ 14,100	\$ 14,523	\$ 14,959	\$ 15,407	\$ 15,870	\$ 16,346
Collection Agency Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Advertising & Promotion	\$ 10,000	\$ 10,300	\$ 10,609	\$ 10,927	\$ 11,255	\$ 11,593
Vehicle Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Postage	\$ 700	\$ 721	\$ 743	\$ 765	\$ 788	\$ 811
Telephone	\$ 2,000	\$ 2,060	\$ 2,122	\$ 2,185	\$ 2,251	\$ 2,319
Parking Meter Maintenance	\$ 10,000	\$ 10,300	\$ 10,609	\$ 10,927	\$ 11,255	\$ 11,593
Employee Parking Tags	\$ 44,700	\$ 46,041	\$ 47,422	\$ 48,845	\$ 50,310	\$ 51,820
Equipment Maintenance	\$ 56,000	\$ 57,680	\$ 59,410	\$ 61,193	\$ 63,028	\$ 64,919
Insurance	\$ 63	\$ 65	\$ 67	\$ 69	\$ 71	\$ 73
Machinery & Equipment	\$ 1,000	\$ 1,030	\$ 1,061	\$ 1,093	\$ 1,126	\$ 1,159
Miscellaneous Costs	\$ 3,500.00	\$ 3,605	\$ 3,713	\$ 3,825	\$ 3,939	\$ 4,057
Taxes	\$ 108,000	\$ 111,240	\$ 114,577	\$ 118,015	\$ 121,555	\$ 125,202
Total General Overhead	\$ 564,228	\$ 581,155	\$ 598,589	\$ 616,547	\$ 635,044	\$ 654,095
Goods and Services	\$ 3,000	\$ 3,090	\$ 3,183	\$ 3,278	\$ 3,377	\$ 3,478
Electricity	\$ 33,000	\$ 33,990	\$ 35,010	\$ 36,060	\$ 37,142	\$ 38,256
Grounds Maintenance	\$ 33,000	\$ 33,990	\$ 35,010	\$ 36,060	\$ 37,142	\$ 38,256
Snow Removal	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371
Total Allocated Expenses	\$ 109,000	\$ 112,270	\$ 115,638	\$ 119,107	\$ 122,680	\$ 126,361
Total Expenditures	\$ 673,228	\$ 693,425	\$ 714,228	\$ 735,654	\$ 757,724	\$ 780,456
Total Debenture Costs*	\$ 93,112	\$ 148,000	\$ 175,000	\$ 163,000	\$ 120,000	\$ 120,000
Net Revenue After Expenses	\$ 75,320	\$ 13,205	\$ 21,280	\$ 16,989	\$ 18,070	\$ 9,891
Equipment replacement		\$ 100,000			\$ 100,000	
Lot maintenance & improvement		\$ 100,000		\$ 100,000		\$ 100,000
Total Capital Expenditures	\$ -	\$ 200,000	\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Net Revenue After Capital Expenses	\$ 75,320	\$ 186,795	\$ 21,280	\$ 116,989	\$ 81,930	\$ 90,109

Notes:

1. Prior Debenture costs reduce in 2015 as they are paid off.

4.0 Recommendations

1. The existing supply of municipal parking totals some 1726 parking stalls located in ten different off street lots and one parking garage (1129 stalls) as well as 597 on-street paid parking stalls.

The estimated *replacement* cost of the current parking system is roughly \$13.0 million dollars, an important asset for the downtown area.

The 2012 budget for parking operations includes \$841,660 in total revenue, \$673,228 in operating expenses and \$93,112 in debenture costs, resulting in a projected operating surplus of \$75,320. These figures exclude enforcement revenue and expenses which have been removed from the parking operation, thereby reducing net revenue by approximately \$180,000 per year.

2. Recent parking occupancy surveys indicate that the peak occupancy of the municipal parking system reached 986 vehicles in December or 57% of the 1726 supply for the entire downtown area.

Within the DIA boundary, the peak occupancy reached 335 vehicles or 73% of the total municipal supply. Within the broader downtown core area, the peak occupancy reached 612 spaces or 59% of the 1041 stall municipal supply. On street parking occupancy reached 56% within the DIA area while lots 4, 3 and 11 reached 83% occupancy.

Keeping in mind the need to maintain a 10% to 15% vacancy level in order to allow people to find a space in a reasonable amount of time, these occupancy levels indicate that there are at least 480 vacant parking spaces available for use throughout the downtown. This includes 195 spaces in lots and 285 on-street spaces.

Based upon this information, it appears that there is a sufficient supply of on street parking throughout the downtown area and within the DIA boundary. However, there are a couple of localized issues:

- The McIntyre garage is fully utilized in meeting employee demand for monthly parking generated by business in the area and providing a modest amount of two hour free parking for visitor parking. There is also a waiting list of 17 employees for this garage.

- Lot 7 appears to have sufficient capacity at the present time, although this might change when the strip of property along Third Street blocks 100 and 200 West (former railway line) are developed, thereby displacing about 65 people who currently park for free along the south side of Third Street.
3. Although there does not appear to be an immediate or short term need to provide additional parking, the City should continue to make incremental improvements in the supply including:
- The optimization of existing parking lots to improve efficiency;
 - Optimizing large lots to provide for the potential development of a garage in the long term;
 - Improvements to pedestrian access for Lot 13;
 - The acquisition of additional smaller lots as the need arises.
4. In order to reduce the need for expensive future parking infrastructure and maximize the use of existing parking resources, it is recommended that the City promote and facilitate alternative travel options for employees working in the downtown.

If only 10% of the existing 750 employees who park in the municipal parking system decided to carpool, take transit or cycle to work, 75 existing spaces would be freed up for other uses or up to \$2.6 million would be saved in future parking garage costs. It would also be helpful for the environment. A similar sized reduction might be achieved on private parking lots, thereby freeing up space for new tenant or land for future development.

With this in mind, it is recommended that the City:

- Designate carpool spaces in their lots, beginning with Lots 3,4, and 11;
 - Provide bicycle lockers or secure storage areas, beginning with Lots 3,4 and 11;
 - Increase the minimum monthly cost of employee parking in Lots 3, 4 and 11 to match the cost of a monthly bus pass -\$80 per month including HST.
 - Initiate a pilot study at City Hall to test the potential for alternative modes;
 - Depending upon the results of the Pilot Study, expand the program to other facilities and employees in the downtown area.
5. In June 2010, the organizational structure for delivering parking services was revised, moving it from the Corporate Services Department to the Community Services Department, except for enforcement activity which was transferred to the City Solicitors Dept.

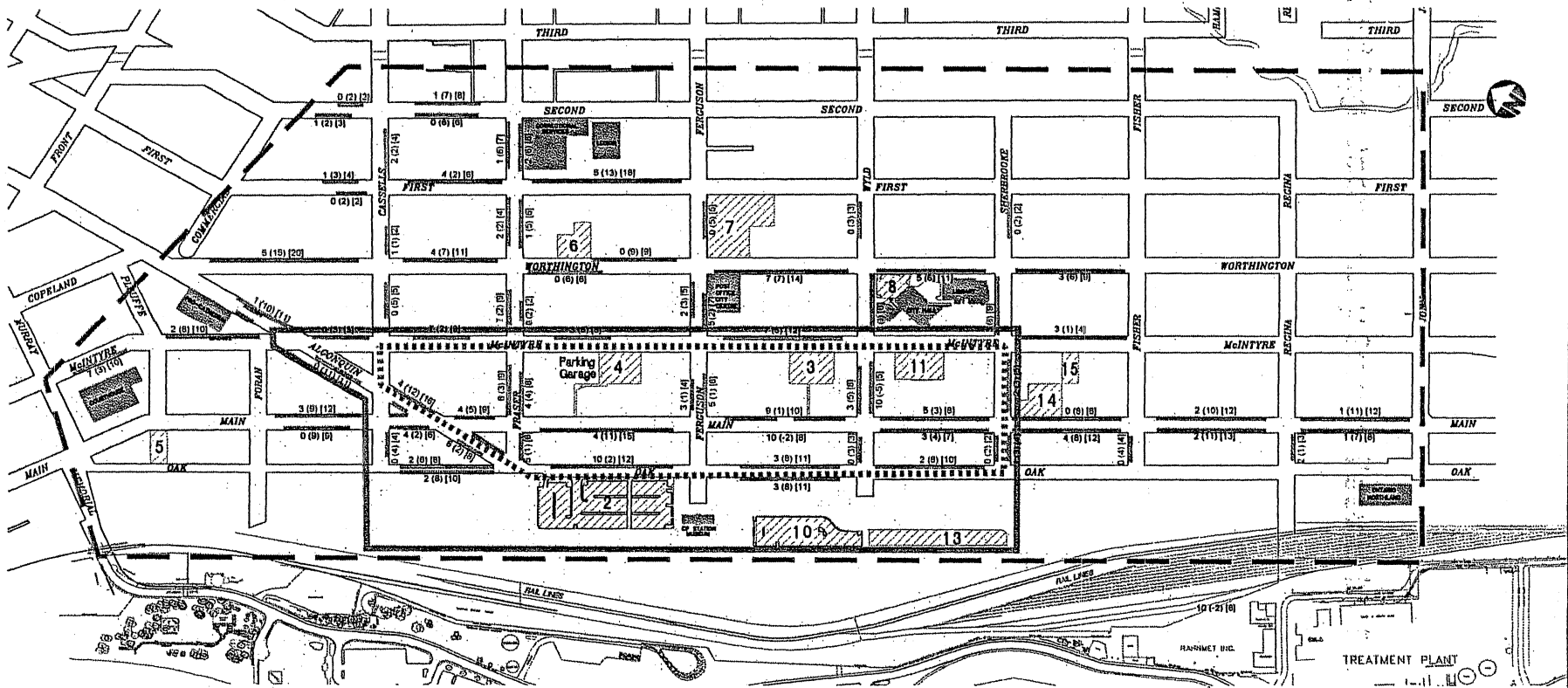
As part of the on-going improvement in the delivery of public parking resources it is recommended that the City:

- Align the financial reporting and organizational structure to enable accurate reporting, analysis and proactive planning;
 - Prepare multi- year budget forecasts that include the potential impact of future capital projects;
 - Conduct regular parking occupancy surveys and maintain a detailed inventory of existing employee parking permits including place of residence and work location to enable proactive future planning;
 - Maintain a current employee parking wait list that will facilitate improved management of existing parking resources;
 - Oversell employee parking space allocation by up to 10% in all facilities except Lot 4 (McIntyre garage) which is already oversold by 25%;
 - Eliminate cashiers in Lot 4 and install pay and display equipment for hourly parkers;
 - Eventually eliminate cashiers in Lot 2 and install pay and display equipment for hourly parkers.
6. The City should maintain regular liaison with the DIA and other downtown stakeholders in order to improve parking operations.

Appendix A
Parking Occupancy Survey Results by Facility

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DATE PLOTTED: September 11, 2012



Source: City of North Bay, Engineering And Environmental Services

ON-STREET PEAK OCCUPANCY LEVELS

Boundary Line Colour	Parking Area	No. of Stalls	OCCUPANCY LEVELS - DECEMBER WEDNESDAY					
			On-Street		In Lots		Total	
			Vehicles Parked	% Occupied	Vehicles Parked	% Occupied	Vehicles Parked	% Occupied
—	Total Study Area	1726	223	37%	763	68%	986	57%
—	Broader Downtown Area	1041	118	49%	493	62%	612	59%
—	D.I.A. Area	458	89	56%	246	83%	335	73%

LEGEND

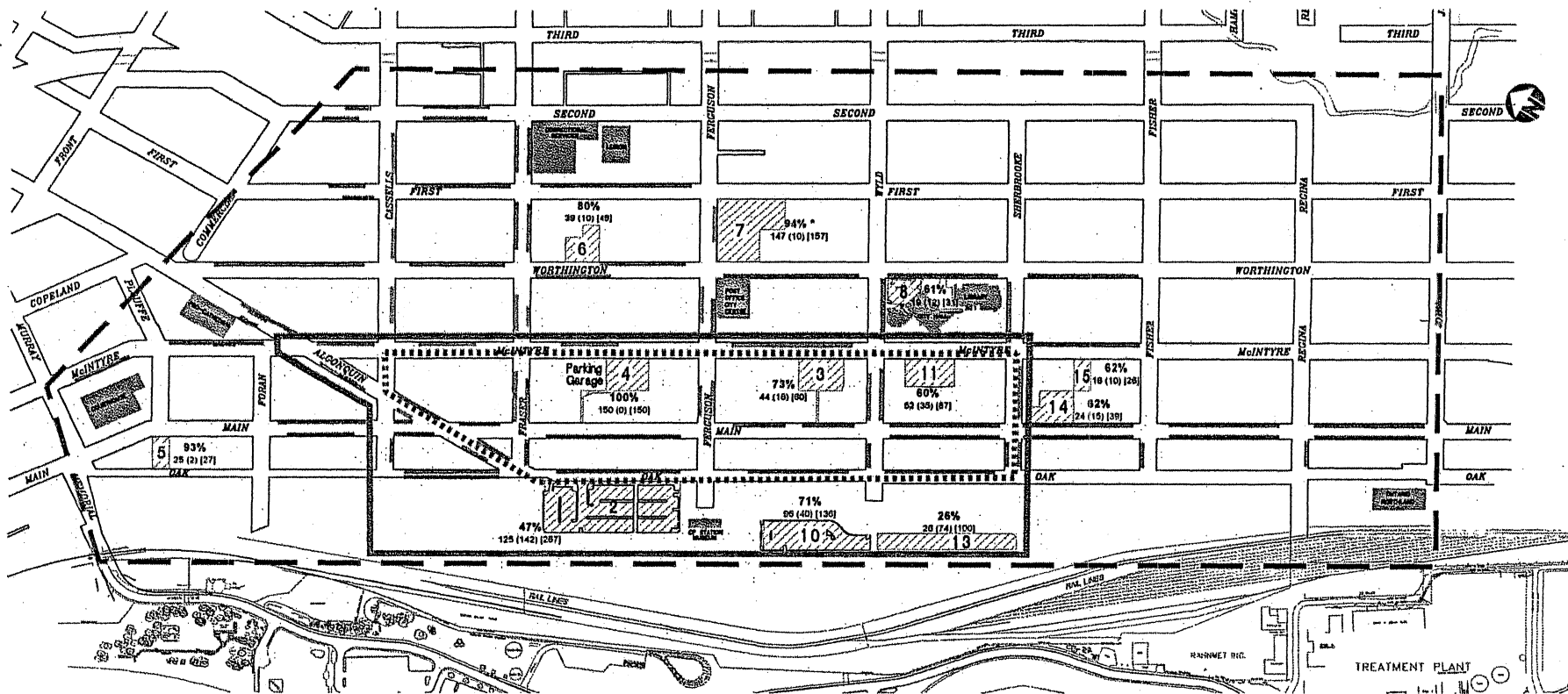
- Total Study Area
- D.I.A. Area
- Broader Downtown Area
- Landmarks
- On-Street Paid Parking
- Municipal Parking Facilities

00 Occupied Parking
 (00) Vacant Parking
 [00] Total Parking

Figure A2

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DATE PLOTTED: September 11, 2012



* More typical observation appears to be 100 (57) [157] 64%

Source: City of North Bay, Engineering And Environmental Services

OFF-STREET PEAK OCCUPANCY LEVELS

Boundary Line Colour	Parking Area	No. of Stalls	OCCUPANCY LEVELS - DECMEBER WEDNESDAY					
			On-Street		In Lots		Total	
			Vehicles Parked	% Occupied	Vehicles Parked	% Occupied	Vehicles Parked	% Occupied
—	Total Study Area	1726	223	37%	763	68%	986	57%
—	Broader Downtown Area	1041	119	49%	493	62%	612	59%
—	D.I.A Area	458	89	56%	246	83%	335	73%

LEGEND

- Total Study Area
- D.I.A. Area
- Broader Downtown Area
- Landmarks
- On-Street Paid Parking
- Municipal Parking Facilities

00% Percent Vacant
 00 Occupied Parking
 (00) Vacant Parking
 [00] Total Parking

Figure A1

Appendix B
Parking Revenues & Expenses by Facility

TABLE A1
MUNICIPAL PARKING SYSTEM REVENUE & COST ALLOCATION BY FACILITY TYPE

	No. of Spaces	No. of Month/iles	P+D	Meter Revenue	Monthly Revenue	Total Revenue	Revenue per space	Rentality Allocation	Show Allocation	Monthly Tag	Cashiers	Electricity	Meter Maintenance	P+D Ops	Grounds Maintenance	Staff/Time	General	Total Cost	Cost per space	Net Revenue
Parking Lot 2 (Merged with Lot 12)	267	170		\$ 18,000	\$ 89,600	\$ 107,600	\$ 403	\$ 25,541	\$ 10,379	\$ 9,511	\$ 42,871	\$ 7,804		\$ -	\$ 4,921	\$ 31,149	\$ 6,863	\$ 139,038	\$ 521	\$ 31,438
Parking Lot 3 (McIntyre & Wylde)	60	13	1	\$ 24,000	\$ 9,700	\$ 33,700	\$ 562	\$ 5,740	\$ 2,332	\$ 727		\$ 1,754		\$ 1,484	\$ 6,562	\$ 7,000	\$ 1,542	\$ 27,140	\$ 452	\$ 6,560
Parking Lot 5 (Oak St.)	27	3	1	\$ 5,200	\$ 1,500	\$ 6,700	\$ 248	\$ 2,583	\$ 1,050	\$ 168		\$ 789		\$ 1,484	\$ 1,422	\$ 3,150	\$ 694	\$ 11,339	\$ 420	\$ 4,639
Parking Lot 6 (Worthington)	49	48	1	\$ 4,400	\$ 28,000	\$ 32,400	\$ 661	\$ 4,687	\$ 1,905	\$ 2,685		\$ 1,432		\$ 1,484	\$ 1,203	\$ 5,716	\$ 1,259	\$ 20,372	\$ 416	\$ 12,028
Parking Lot 7 (Worthington & Ferguson)	157	129	1	\$ 20,100	\$ 75,400	\$ 95,500	\$ 608	\$ 15,019	\$ 6,103	\$ 7,217		\$ 4,589		\$ 1,484	\$ 5,495	\$ 18,316	\$ 4,035	\$ 62,258	\$ 397	\$ 33,242
Parking Lot 8 (City Hall)	31	0	1	\$ 10,000	\$ -	\$ 10,000	\$ 323	\$ 2,965	\$ 1,205	\$ -		\$ 906		\$ 1,484	\$ 2,734	\$ 3,617	\$ 797	\$ 13,708	\$ 442	\$ 3,708
Parking Lot 10 (Oak & Wylde)	136	106		\$ -	\$ 63,400	\$ 63,400	\$ 466	\$ 13,010	\$ 5,287	\$ 5,930		\$ 3,975		\$ -	\$ -	\$ 15,866	\$ 3,496	\$ 47,563	\$ 350	\$ 15,837
Parking Lot 11 (McIntyre St.)	87	56	1	\$ 24,000	\$ 37,400	\$ 61,400	\$ 706	\$ 8,322	\$ 3,382	\$ 3,133		\$ 2,543		\$ 1,484	\$ 6,562	\$ 10,190	\$ 2,236	\$ 37,812	\$ 435	\$ 23,588
Parking Lot 13 (Oak & Wylde)	100	91		\$ -	\$ 20,900	\$ 20,900	\$ 209	\$ 9,566	\$ 3,887	\$ 5,091		\$ 2,923		\$ -	\$ -	\$ 11,666	\$ 2,570	\$ 35,704	\$ 357	\$ 14,804
Parking Lot 14 (Main & Sherbrooke)	26	40		\$ -	\$ 25,100	\$ 25,100	\$ 965	\$ 2,487	\$ 1,011	\$ 2,238		\$ 760		\$ -	\$ -	\$ 3,033	\$ 668	\$ 10,197	\$ 392	\$ 14,903
Parking Lot 15 (McIntyre St.)	39	29		\$ -	\$ 15,000	\$ 15,000	\$ 385	\$ 3,731	\$ 1,516	\$ 1,622		\$ 1,140		\$ -	\$ -	\$ 4,550	\$ 1,002	\$ 13,561	\$ 348	\$ 1,439
Lots Subtotal	979	685	6	\$ 105,700	\$ 366,000	\$ 471,700	\$ 482	\$ 93,651	\$ 38,056	\$ 38,322	\$ 142,871	\$ 28,616	\$ 8,903	\$ 28,899	\$ 14,217	\$ 25,163	\$ 418,893	\$ 428	\$ 93,007	
Parking Lot 4 (Parking Garage)	150	114		\$ 15,000	\$ 65,000	\$ 80,000	\$ 533	\$ 14,349	\$ 1,944	\$ 6,378	\$ 42,871	\$ 4,384		\$ -	\$ 4,101	\$ 45,685	\$ 3,855	\$ 123,567	\$ 824	\$ 43,567
Off-Street Subtotal	1129	799		\$ 120,700	\$ 431,000	\$ 551,700	\$ 489	\$ 108,000	\$ 40,000	\$ 44,700	\$ 145,741	\$ 33,000	\$ 8,903	\$ 28,899	\$ 19,318	\$ 29,018	\$ 542,259	\$ 480	\$ 99,441	
Parking Lot 9 (On-Street Parking)	597		25	\$ 290,000	\$ -	\$ 290,000	\$ 486						\$ 10,000	\$ 37,097		\$ 68,527	\$ 15,345	\$ 130,969	\$ 219	\$ 159,031
Total	1726		31	\$ 410,700	\$ 431,000	\$ 841,700	\$ 488	\$ 108,000	\$ 40,000	\$ 44,700	\$ 145,741	\$ 33,000	\$ 10,000	\$ 46,000	\$ 33,000	\$ 228,424	\$ 44,363	\$ 673,228	\$ 390	\$ 168,472

City of North Bay**Report to Council****Report No:** CSBU 2012 - 66**Date:** November 6, 2012**Originator:** Steve McArthur – Senior Planner, Current Operations**Subject:** Condominium Final Approval – Miller & Urso Surveying Inc. on behalf of Inken Roller - Parsons Avenue Condominium – 260 Parsons Avenue**File No:** City File #48CDM-08103

RECOMMENDATIONS

1. That the Mayor and City Clerk be authorized to sign the Parsons Avenue Condominium Agreement with Inken Roller for the approval of a thirty (30) unit Condominium at 260 Parsons Avenue in the City of North Bay - City File No. 48CDM-08103; and
2. That the Mayor, City Clerk and Manager of Planning Services be authorized to sign the Final Plans of Condominium subject to receipt of all fees, easements and Condominium Agreement requirements.

BACKGROUND

A Draft Plan of Condominium, with accompanying conditions, was given approval by City Council in November of 2009 (Council Resolution No. 2009-754).

The entire Draft Approved Parsons Avenue Condominium Complex represents thirty (30) townhouse-style units and their associated parking spaces on Parsons Avenue at Lake Nipissing in the City of North Bay. The Owner is seeking Final Approval of the Parsons Avenue Condominium Agreement in order to permit the conversion of a thirty (30) unit townhouse complex into a Standard Condominium.

ANALYSIS

The Condominium Agreements and the requests for Final Approval have been reviewed by the Legal, Clerks, Planning Services and Engineering & Environmental Services Departments. Engineering & Environmental Services has advised all municipal engineering considerations have been satisfied within the Condominium Agreements and on the Final Plans.

As part of the Draft Approval, the Owner was required to enter into a Site Plan Control Agreement with the City of North Bay. This agreement was completed in October of 2012 and is now registered on-title as Instrument No. BS108966.

The Final Plans conform to the Draft Approved Plans and regulations set out in Zoning By-law No. 28-80. The necessary Condominium Plans have been prepared by Rick Miller, OLS and accurately reflect the subject lands and lot configuration. All conditions of Draft Approval have been satisfied.

OPTIONS

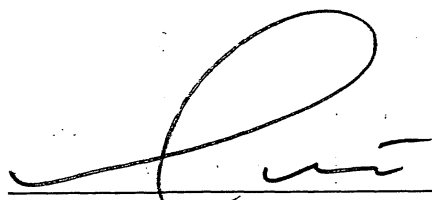
Option 1: The City of North Bay enter into a Condominium Agreement and grant Final Approval to the Parsons Avenue Condominium Complex. This will permit the conversion of a thirty (30) unit townhouse complex into a Standard Condominium.

Option 2: Do not enter into the Condominium Agreement and do not grant Final Approval to the Parsons Avenue Condominium Complex.

RECOMMENDED OPTION

Option 1 is the recommended option.

The Applicant has satisfied all conditions of Draft Approval and has prepared the necessary Condominium Agreements and Final Condominium Plans to the satisfaction of the Legal, Clerks, Planning Services and Engineering & Environmental Services Departments.



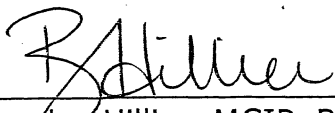
Steve McArthur, MCIP, RPP
Senior Planner, Current Operations

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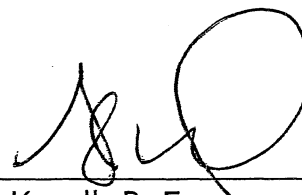
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attach. Schedules 'A' & 'B'

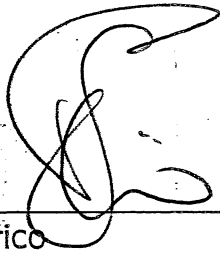
We concur with this report and recommendations.



Beverley Hillier, MCIP, RPP
Manager, Planning Services



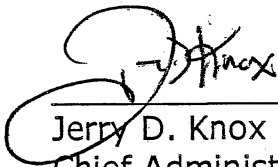
Alan Korell, P. Eng.,
Managing Director, City Engineer
Engineering, Environmental
Services & Works



Peter Chirico
Managing Director, Community Services



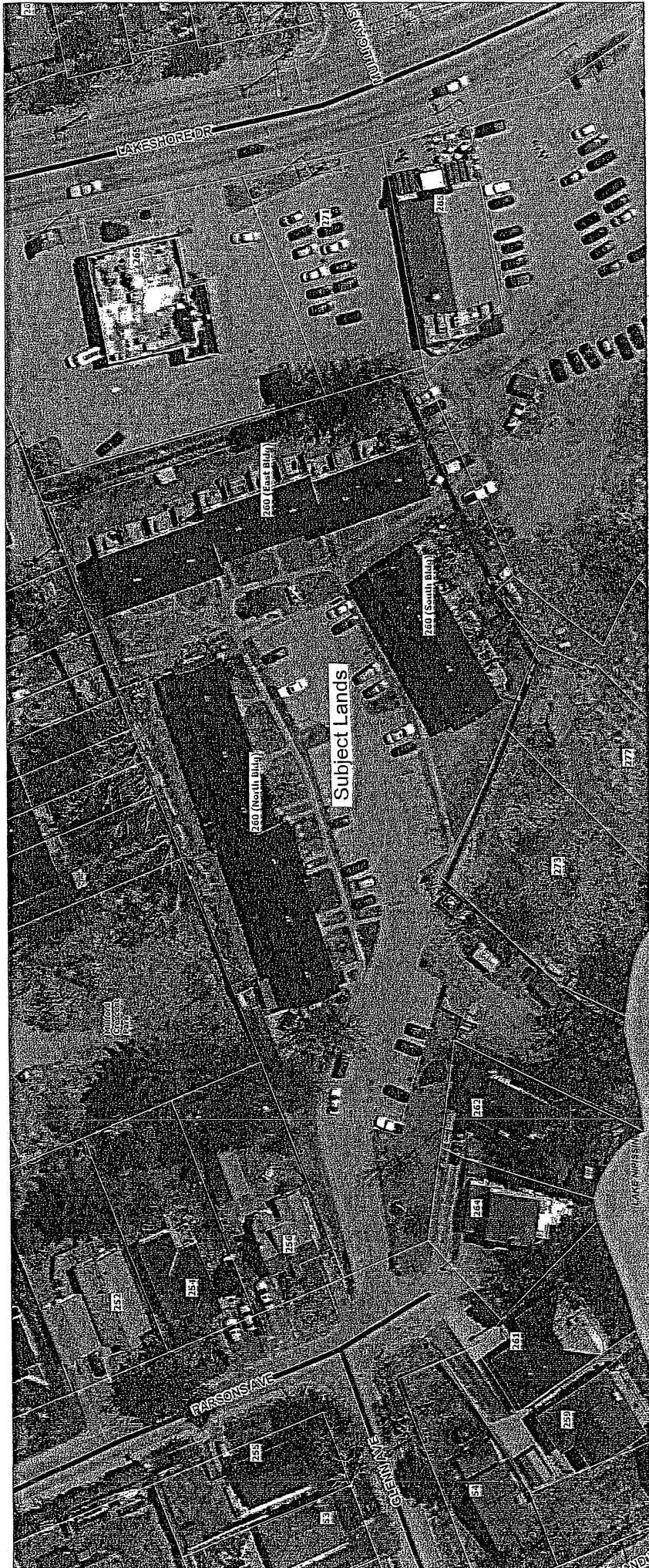
Peter E.G. Leckie
City Solicitor



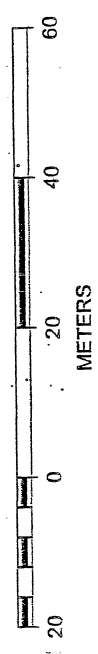
Jerry D. Knox
Chief Administrative Officer

Personnel designated for continuance: Senior Planner – Current Operations,

SCHEDULE A



SCALE 1 : 1,017



City of North Bay**Report to Council****Report No:** CSBU 2012 - 82**Date:** November 7, 2012**Originator:** Beverley Hillier – Manager, Planning Services**Subject:** Provincial Policy Statement – 5 Year Review

RECOMMENDATION

That the City of North Bay respectfully request the Provincial Government recognize the unique challenges of Northern Ontario by amending the proposed draft Provincial Policy Statement to build in a degree of flexibility, as recommended by the Planning Departments of Northern Ontario municipalities.

BACKGROUND

Subsection 3 of the Planning Act authorizes the Provincial Government to issue policy statements. The Provincial Policy Statement is the statement of the government's policies on land use planning. It provides direction for the entire province on matters of provincial interest related to land use planning and development.

The current Provincial Policy Statement (PPS 2005) came into effect in 2005. It marked a significant departure from the previous policy statement. Planning Staff at the time were highly concerned the PPS 2005 was written in a manner that addressed Southern Ontario challenges with little consideration given to Northern Ontario's concerns. To summarize, since communities throughout Southern Ontario were concerned the rapid pace of growth and construction was harmful to the environment and was depleting the availability of greenspaces, PPS 2005 contained an abundance of restrictive policy that would limit development. Northern Ontario was and is plagued by the opposite problem of slow rates of growth and stagnant populations. Unfortunately for Northern Ontario communities, the PPS applies equally to all municipalities, meaning that growth potential of the north would be unduly limited by the restrictive PPS 2005 policy regime.

Communities throughout Northern Ontario shared North Bay's concerns regarding PPS 2005. City Council of the day authorized staff to work with its Northern counterparts to engage the Province in discussions regarding its concerns with the proposed changes to the 2005 Provincial Policy Statement. Northern communities put forward a coordinated and concerted effort to warn provincial policymakers how the proposed policy would negatively impact northern economies, asking for flexibility to account for the lack of growth in Northern Ontario. Unfortunately, these efforts did not yield any results and PPS 2005 was approved with no consequential changes being made.

The most notable amendment in PPS 2005 was the new requirement for communities to "be consistent with" the policy (as opposed to the previous statement which stated municipalities "have regard" to the Provincial Policy Statement). This change would have a meaningful effect at a local level, altering the level of local discretion a municipality has in making land use decisions.

Notwithstanding the fact the City has reservations about certain sections of the PPS 2005, the City of North Bay has fully respected and implemented Provincial Policy in all of its land use decisions. Generally speaking, PPS 2005 is a very good planning document that has served communities throughout Ontario very well. It removes ambiguity regarding Provincial direction on specific subjects and has ensured land use planning decisions throughout the province have been consistent.

City staff and its counterparts in communities throughout Northern Ontario have continued to petition Provincial policymakers to consider building in a degree of flexibility within Provincial policy to account for the economic and social realities of Northern Ontario. For example, the recently developed Northern Growth Plan is a policy statement that is specific to Northern Ontario. It was developed over a number of years before coming into effect in 2011. Communities and stakeholders throughout Northern Ontario were consulted throughout the authoring process. The northern communities submitted comments recommending additional flexibility for Northern Ontario in light of the challenges that this geographic region faces. Ultimately, no substantial changes were made to the Northern Growth Plan.

Subsection 3(10) of the Planning Act requires the Province to review and update policy statements every five years. The PPS 2005 is currently under review.

During this review period, the Province developed working groups to hear different views from throughout Ontario. A Northern and Rural Policy working group was developed to provide the Northern perspective on the PPS 2005.

The Province has issued the first draft of a revised Provincial Policy Statement for the public's review. The revised Provincial Policy Statement does not have any changes as significant as the shift from "have regard" to "be consistent with" policy change in the 2005 Provincial Policy Statement. However, there are a number of smaller changes contained within the revised Provincial Policy Statement that would have an effect on the manner that the community makes land-use planning decisions.

Some of the most relevant changes:

- Requiring communities to plan for climate change: There are multiple references to climate change throughout the draft PPS. It is anticipated the net effect will be requirements the City increase the size of infrastructure to accommodate larger volumes of stormwater that are becoming more prevalent.
- Addition of stormwater management planning: Similar to above, there is an increased focus on stormwater management. The majority of the new policies

are contained as a subsection to the Infrastructure Section (Section 1.6.5 – Sewage, Water and Stormwater). The City has undertaken stormwater management planning for a number of years and are supportive of these new policies.

- Increased focus on Affordable Housing: The revised PPS contains two new references to affordable housing. While these particular references are appropriate, this would appear to be consistent with the Province's gradual downloading of the responsibility of affordable housing to municipalities. The City has consistently opposed such a shift in responsibility.
- Encouragement of the use of green infrastructure and renewable energy: There are several references to the consideration of green and renewable energy infrastructure. These references are somewhat broad and do not create any specific obligations. City staff is supportive of the wording of this policy, as renewable energy and green infrastructure should be considered. The policy, as worded, does not create obligations.
- Inclusion of Active Transportation: There are multiple references obligating municipalities to consider active transportation in their land use decisions. These references are sufficiently vague that it allows the City to implement active transportation measures that it considers appropriate.
- New policies pertaining to wildland fires: The draft PPS contains new policies placing limitations on lands that are considered at high risk for wildland fires. Certainly lands that are at risk for wildland fires should be protected and opportunities for human catastrophe should be minimized. Unfortunately, the wildland fire policies are somewhat ambiguous, referring readers to Ministry of Natural Resources' policies.

Perhaps of greater interest to the City of North Bay are policy sections that have not changed in the proposed PPS. No changes have been made to Section 3 of the Planning Act, which states municipal decisions must be "consistent with" the Provincial Policy Statement. As a result, should the PPS be approved as presented, Northern Ontario municipalities continue to not have any level of flexibility in the implementation of the PPS. This continues to be the City of North Bay's greatest challenge in implementing Provincial Policy, as the general premise of the PPS is to restrict development.

While this type of policy regime is appropriate in Southern Ontario and other parts of the province that are under excessive development pressure. However, in North Bay and Northern Ontario, these restrictive policies limit the community's development potential.

ANALYSIS / OPTIONS

City staff has been in contact with the five large urban municipalities of the North to discuss the effect the revised Provincial Policy Statement will have on our

respective communities. Similar to PPS 2005 and the Growth Plan for Northern Ontario, there is general agreement amongst all member municipalities' staff that the proposed PPS should have a greater level of flexibility in Northern communities.

If Council so chooses, the City of North Bay could file its suggested amendments to the Province Policy Statement via a joint submission with our municipal counterparts.

Option #1:

To submit comments jointly with the other four large municipalities. This option is recommended as it allows the City to express its concerns and hopefully encourage the Province to reconsider its policy relating to northern communities. Submitting comments jointly represents a much broader constituency and a larger populace allows North Bay's comments to carry greater weight than if we were to comment as an individual municipality.

Option #2:

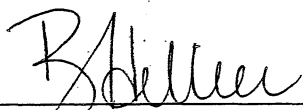
To submit comments separate from the other northern communities. While conceivably this option offer the City greater control over the tone and content of our reply to the Province, staff is of the opinion we do not need this level of editorial control. Discussions with representatives indicate we are of the same conviction as our colleagues. Should North Bay submit our comments independent from the four large northern municipalities, we would lose the advantage of speaking with one unified voice.

RECOMMENDED OPTION/FINANCIAL IMPLICATION

Option #1 is recommended.

That the City of North Bay respectfully request the Provincial Government recognize the unique challenges of Northern Ontario by amending the proposed draft Provincial Policy Statement to build in a degree of flexibility, as recommended by the Planning Departments of Northern Ontario municipalities.

Respectfully submitted,



Beverley Hillier, MCIP, RPP
Manager, Planning Services

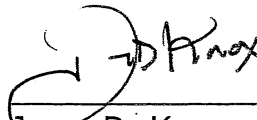
BH/PC/dlb

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We concur with this report and recommendations.



Peter Chirico
Managing Director, Community Services



Jerry D. Knox
Chief Administrative Officer

**CITY OF NORTH BAY
REPORT TO COUNCIL**

Report No: CORP 2012-143

Date: November 6, 2012

Originator: PETER E.G. LECKIE

Subject: 9 METRE SMOKING BAN AT ENTRANCES

RECOMMENDATION

That Schedules "A" and "D" to By-Law No. 2012-97 (being a by-law to regulate smoking in public places and workplaces) be amended to include those workplaces and apartment buildings identified in Report to Council No. CORP 2012-143 dated November 6, 2012.

BACKGROUND

The City's By-Law Enforcement Officer, Ron Melnyk, has received the following additional requests from the owners and property managers to prohibit smoking within nine metres of entrances of workplaces and apartments. Inspections have been conducted to ensure these properties fall within the requirements of the By-Law.

Workplaces:

Pet Valu, Unit 501, 300 Lakeshore Drive, main entrance

North Bay Machining Centre Inc., 285 Birchs Road, all entrances

The Gathering Place, 392 Algonquin Avenue, front entrance

Apartments:

The Elegant, 555 Kehoe Street, front entrance


OPTIONS ANALYSIS

Option # 1: To add all applicant properties to the schedule for the nine metre ban at entrances.

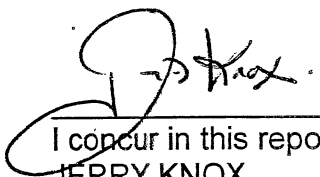
Option # 2: Not to amend the by-law.

RECOMMENDED OPTION

That Schedules "A" and "D" to By-Law No. 2012-97 (being a by-law to regulate smoking in public places and workplaces) be amended to include those workplaces and apartment buildings identified in Report to Council No. CORP 2012-000 dated November 6, 2012.


Respectfully submitted,
PETER E.G. LECKIE
CITY SOLICITOR


RON MELNYK
BY-LAW ENFORCEMENT COORDINATOR


I concur in this report and recommendation.
JERRY KNOX
CHIEF ADMINISTRATIVE OFFICER

Personnel designated for continuance: Peter E.G. Leckie



Just North Enough to be PERFECT

Designation of Entranceway for City of North Bay Smoking By-Law No. 2012-97, as amended

This letter will allow the property mentioned below to be included in Schedule "A" (for workplaces) or Schedule "D" (for apartment buildings with at least 6 apartments) of the By-Law where smoking will not be allowed within a 9 metre radius of the designated entranceway. This designation is subject to section 5.1, where signs, as set out in Schedule "E", must be posted near the designated entranceway by the employer or proprietor. The by-law also prohibits smoking receptacles within 9 metres of designated entrances. Note: each building requires a separate letter.

Please check one:

- To be included in Schedule "A" for workplaces
- To be included in Schedule "D" for apartment buildings

Owner or Proprietor name: DON DUBYTZ

Mailing Address: 146 SILVER LADY LANE
NORTH BAY, ONT, P1B8G4

Contact Telephone Number: 705-472-2980 (w)
705-495-9794 (c)

Address of Building to be included: 555 KEHOE ST., NORTH BAY.

Description of location of designated entranceways (Apartment buildings may designate only one entrance as smoke-free. Photos or drawings can be attached.)

FRONT ENTRANCE OF BUILDING

Signature of Owner or Proprietor: [Signature]

Return completed and signed form to the attention of Ron Melnyk, 200 McIntyre Street East, North Bay, ON, P1B 8H8, or e-mail to: ron.melnyk@cityofnorthbay.ca, or by fax (705)495-8610. Inquiries at (705)474-0626 ext.2512.



Designation of Entranceway for

City of North Bay Smoking By-Law No. 2012-97, as amended

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Please check one:

To be included in Schedule "A" for workplaces

To be included in Schedule "D" for apartment buildings

Owner or Proprietor name: The Gathering Place *North Bay's Community Soup Kitchen*

Mailing Address: 392 Algonquin Ave
North Bay, ON P1B 4W3

Contact Telephone Number: 705-474-7687

Address of Building to be included:
392 Algonquin Avenue

Description of location of designated entranceways (Apartment buildings may designate only one entrance as smoke-free. Photos or drawings can be attached.)

See photo attached.
Front door, entering into foyer.
North face of building.

Signature of Owner or Proprietor: [Signature] *Executive Director*

Return completed and signed form to the attention of Ron Melnyk, 200 McIntyre Street East, North Bay, ON, P1B 8H8, or e-mail to: ron.melnik@cityofnorthbay.ca, or by fax (705)495-8610. Inquiries at (705)474-0626 ext.2512.

U



Designation of Entranceway for City of North Bay Smoking By-Law No. 2012-97, as amended

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Please check one:

- To be included in Schedule "A" for workplaces
- To be included in Schedule "D" for apartment buildings

Owner or Proprietor name: Tammy Champagne

Mailing Address: 285 Birchs Road

North Bay, ON P1B 8Z4 North Bay Machining Centre. Inc.

Contact Telephone Number: 705-472-9416

Address of Building to be included: Same as above

Description of location of designated entranceways (Apartment buildings may designate only one entrance as smoke-free. Photos or drawings can be attached.)

all entrances

Signature of Owner or Proprietor: Tammy Champagne

Return completed and signed form to the attention of Ron Melnyk, 200 McIntyre Street East, North Bay, ON, P1B 8H8, or e-mail to: ron.melnik@cityofnorthbay.ca, or by fax (705)495-8610. Inquiries at (705)474-0626 ext.2512.

U



**Designation of Entranceway for
City of North Bay Smoking By-Law No. 2012-97, as amended**

This letter will allow the property mentioned below to be included in Schedule "A" (for workplaces) or Schedule "D" (for apartment buildings with at least 6 apartments) of the By-Law where smoking will not be allowed within a 9 metre radius of the designated entranceway. This designation is subject to section 5.1, where signs, as set out in Schedule "E", must be posted near the designated entranceway by the employer or proprietor. The by-law also prohibits smoking receptacles within 9 metres of designated entrances. Note: each building requires a separate letter.

Please check one:

- To be included in Schedule "A" for workplaces
- To be included in Schedule "D" for apartment buildings


Owner or Proprietor name: PET VALU

Mailing Address: 300 LAKESHORE DR.
UNIT 501 NORTH BAY, ONT P1A 3V2

Contact Telephone Number: 705-472-8844

Address of Building to be included: 300 Lakeshore Drive
unit 501 North Bay, ON, P1A 3V2

Description of location of designated entranceways (Apartment buildings may designate only one entrance as smoke-free. Photos or drawings can be attached.)

Signature of Owner or Proprietor: 

Return completed and signed form to the attention of Ron Melnyk, 200 McIntyre Street East, North Bay, ON, P1B 8H8, or e-mail to: ron.melnvk@cityofnorthbay.ca, or by fax (705)495-8610. Inquiries at (705)474-0626 ext.2512.

City of North Bay

Report to Council

Report No: CSBU 2012-78

Date: October 26, 2012

Originator: Rhéaume Bellehumeur,
Facilities & Parking Supervisor

Subject: **Amendment to By-law 2011-234, being a by-law to regulate Municipal parking lots**

RECOMMENDATION

That City Council approve the proposed amendment to Schedule 'C' of By-Law 2011-234 to regulate the 2013-2017 quarterly parking rental rates for Municipal parking lots.

BACKGROUND

In 2012, parking rental rates for Oak Street Municipal parking lots were addressed and approved by Council. The attached Schedule 'C' recommends new rental rates for three McIntyre Street parking lots, namely Lots 3, 4, & 11 in the year 2014. With the exception of these three lots in 2014, a 3% increase is proposed in parking rental rates for all Municipal parking lots for years 2013 to 2017.

Parking in North Bay's downtown has been actively improved over the past five years to address changing demands for parking. Some of the major enhancements include the 2009 purchase of Parking Lot Main 14 at 330 Main Street East; the 2010 purchase of Parking Lot McIntyre 15 at 347 McIntyre Street East; the reconstruction of the parking lots on Oak Street, Lots 2, 10, & 13; the 2012 rehabilitation of Lot McIntyre 4 (parking garage); installation of several Pay and Display machines; and on-street parking improvements on Oak Street, Main Street East, and Worthington Street West. Council has approved \$2,497,500 in capital for parking from 2008 to 2012.

Schedule 'C' of By-Law 2012-234 addresses quarterly parking rental rates for Municipal parking lots. Fees are set for each lot based on its location, demand, and the services available. Amenities that are considered are lighting, payment options, landscaping, surfaces (asphalt or gravel), and whether the lot is covered or not. Parking fees help cover ever increasing operational and capital costs incurred to provide parking services in the downtown core. Schedule 'C' proposes a 3% increase in parking rental rates for each year from 2013 to 2017 with the exception of Parking Lots 3, 4, & 11 in 2014.

Parking rental rates were one of many parking issues and strategies reviewed by the Parking Study completed by BA Group Transportation Consultants. The attached report recommends an increase in parking rates for Lots 3, 4, and 11 to assist in the management of demand in these areas. These proposed increases in rental rates are based on waiting lists, availability of parking in other parking lots, and cost of alternative transportation, mainly transit fees.

A draft of Schedule 'C' was presented to representatives of the Downtown Improvement Association. There was a general understanding of the background to the proposed Schedule by those who attended.

ANALYSIS / OPTIONS

Option 1 – That City Council approve the proposed amendment to Schedule 'C' of By-Law 2011-234 to regulate the 2013-2017 quarterly parking rental rates for Municipal parking lots.

This option is recommended. Council will allow the Parking Department to increase parking rental rates over this period to help offset demand and increasing operational costs.


Option 2 – That City Council does not approve the proposed amendment to Schedule 'C' of By-Law to regulate the 2013-2017 quarterly parking rental rates for Municipal parking lots.

This option is not recommended as it will not allow the Parking Department to address parking demand and increasing operational costs by increasing parking rental rates.

RECOMMENDED OPTION

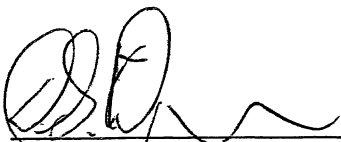
Option 1 – That City Council approve the proposed amendment to Schedule 'C' of By-Law 2011-234 to regulate the 2013-2017 quarterly parking rental rates for Municipal parking lots.

Respectfully submitted,



Rhéaume Bellehumeur
Facilities & Parking Supervisor

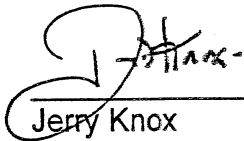
We concur in this report and recommendation,



Ian Kilgour
Director of Parks, Recreation & Leisure
Services



Peter Chirico
Managing Director, Community
Services



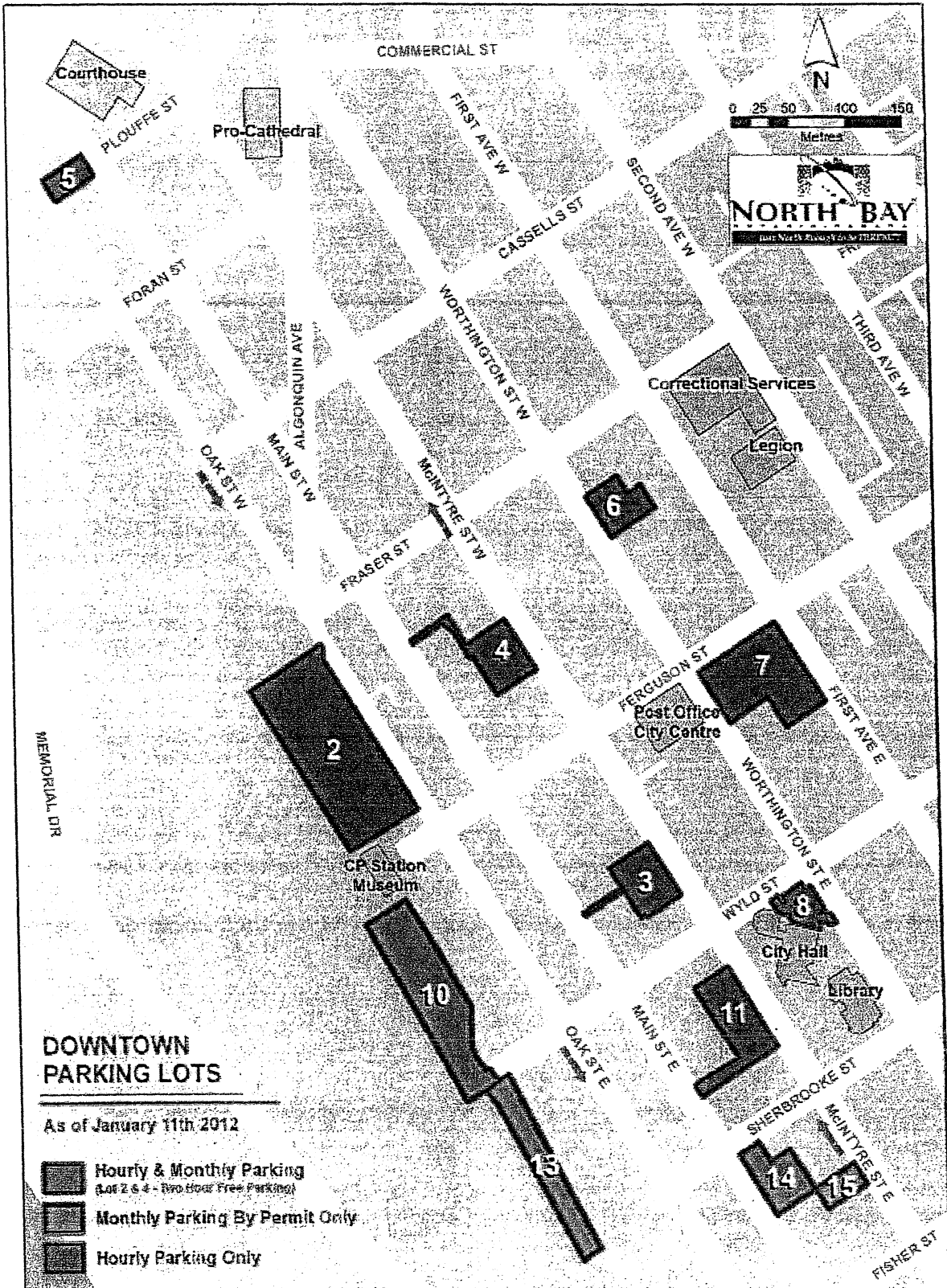
Jerry Knox
Chief Administrative Officer

Persons designated for continuance: Facilities & Parking Supervisor

Attachments: 1) Proposed Schedule 'C' of By-law 2012-234
2) Map of the downtown parking lots

THIS IS SCHEDULE "C" TO BY-LAW NO. 2011-234 OF THE CORPORATION OF
THE CITY OF NORTH BAY

2013-17 Rental Rates Per Quarter						
Parking Lot	Current 2012	2013	2014	2015	2016	2017
Oak 2	\$188.11	\$193.75	\$199.56	\$205.55	\$211.72	\$218.07
McIntyre 3	\$188.11	\$193.75	\$240.00	\$247.20	\$254.62	\$262.25
McIntyre 4 (Levels 1-3)	\$250.76	\$258.29	\$300.00	\$309.00	\$318.27	\$327.82
McIntyre 4 (Levels 4-6)	\$188.11	\$193.75	\$240.00	\$247.20	\$254.62	\$262.25
Main 5	\$129.56	\$133.45	\$137.45	\$141.58	\$145.83	\$150.20
Worthington 6	\$146.31	\$150.70	\$155.22	\$159.88	\$164.67	\$169.62
Worthington 7	\$146.31	\$150.70	\$155.22	\$159.88	\$164.67	\$169.62
Wyld 10	\$146.31	\$150.70	\$155.22	\$159.88	\$164.67	\$169.62
McIntyre 11	\$167.22	\$172.24	\$240.00	\$247.20	\$254.62	\$262.25
Wyld 13	\$95.01	\$97.86	\$100.79	\$103.82	\$106.93	\$110.14
Main 14	\$146.31	\$150.70	\$155.22	\$159.88	\$164.67	\$169.62
McIntyre 15	\$129.56	\$133.45	\$137.45	\$141.58	\$145.83	\$150.20



THE CORPORATION OF THE CITY OF NORTH BAY

BY-LAW NO. 2012-223

**BEING A BY-LAW TO CONFIRM PROCEEDINGS
OF THE MEETING OF COUNCIL ON
OCTOBER 29, 2012**

WHEREAS the *Municipal Act, R.S.O. 2001, Chapter 25*, (the "Act") Section 5(1), provides that the powers of a municipal corporation shall be exercised by Council;

AND WHEREAS Section 5 (3) of the Act provides a municipal power, including a municipality's capacity, rights, powers and privileges under section 9 of the Act, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise and any of the matters shall be implemented by the exercise of the natural person powers;

AND WHEREAS in many cases action which is taken or authorized to be taken by Council does not lend itself to the passage of an individual by-law;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

1. That the actions of the Council of The Corporation of the City of North Bay at its meeting held on October 29, 2012 in respect of each motion, resolution and other action passed and taken by the Council at its said Meeting is, except where the prior approval of the Ontario Municipal Board or other authority is by law required, hereby adopted, ratified and confirmed.
2. That where no individual by-law has been passed with respect to the taking of any action authorized in or by the Council mentioned in Section 1 hereof or with respect to the exercise of any powers of the Council, then this by-law shall be deemed for all purposes to the by-law required for approving and authorizing the taking of any action authorized therein or thereby required for the exercise of any powers therein by Council.
3. That the Mayor and the proper officers of The Corporation of the City of North Bay are hereby authorized and directed to do all things necessary to give effect to the said actions or to obtain approvals where required, and to execute all documents as may be necessary and directed to affix the corporate seal to all such documents as required.

READ A FIRST TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

cc. READ A SECOND TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

READ A THIRD TIME IN OPEN COUNCIL AND PASSED THIS 12TH DAY OF NOVEMBER, 2012.

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

THE CORPORATION OF THE CITY OF NORTH BAY

BY-LAW NO. 2012-224

**A BY-LAW TO AUTHORIZE
THE FERGUSON STREET RECONSTRUCTION**

WHEREAS the *Municipal Act, 2001* (S.O. 2001, c-25), Section 10 authorizes the Council to pass a by-law for the purposes therein stated;

AND WHEREAS the *Municipal Act, 2001* (S.O. 2001, c-25), Section 401 authorizes the Council to pass a by-law for the purposes herein stated;

AND WHEREAS the Council passed Resolution 2012-609 at its meeting held Monday, October 29, 2012, authorizing the for the Engineering, Environmental & Works Department, being 2013 Water and Sanitary Sewer Capital Budget Project No.3104WS, with a net debenture cost of \$1,700,000.00;

NOW, THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

1. That the expenditure of \$1,700,000.00 for the Ferguson Street Reconstruction Program for the following be hereby authorized:

Construction Costs	\$1,619,048.00
Financing Costs	<u>80,952.00</u>
Net Amount to be Debentured	\$1,700,000.00

2. That the Treasurer of the City of North Bay is hereby authorized to borrow from time to time from any bank or person by way of promissory note(s) and/ or temporary advances of money to meet the cost of work as aforesaid pending the completion thereof and pending the issue and sale of the debentures hereinafter referred to but in no event shall the aggregate of such borrowings exceed the amount of \$1,700,000.00 limited in this by-law.
3. Any promissory note(s) issued pursuant to paragraph 2 hereof shall be sealed with the seal of The Corporation of the City of North Bay and signed by the Mayor or Deputy Mayor and the Treasurer of the City of North Bay.
4. That the cost of the works in the amount of \$1,700,000.00 be funded first from the water and sanitary sewer rates, and if required the balance be funded by debentures to be issued to pay for the cost of such work.
5. That the debentures to be issued to pay for the cost of such work shall bear interest at such rate as the Council may determine and shall be made payable within ten (10) years and shall be a charge against all rateable property in the Urban Service Area of The Corporation of the City of North Bay, to such an extent as the principal and interest payments are not recovered from the water and sanitary sewer rates.

READ A FIRST TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

MM READ A SECOND TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

READ A THIRD TIME IN OPEN COUNCIL AND ENACTED AND PASSED THIS 12TH DAY OF NOVEMBER, 2012.

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

THE CORPORATION OF THE CITY OF NORTH BAY

BY-LAW NO. 2012-226

**BEING A BY-LAW TO CONFIRM PROCEEDINGS
OF THE SPECIAL MEETING OF COUNCIL ON
NOVEMBER 5, 2012**

WHEREAS the *Municipal Act, R.S.O. 2001*, Chapter 25, (the "Act") Section 5(1), provides that the powers of a municipal corporation shall be exercised by Council;

AND WHEREAS Section 5 (3) of the Act provides a municipal power, including a municipality's capacity, rights, powers and privileges under section 9 of the Act, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise and any of the matters shall be implemented by the exercise of the natural person powers;

AND WHEREAS in many cases action which is taken or authorized to be taken by Council does not lend itself to the passage of an individual by-law;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

1. That the actions of the Council of The Corporation of the City of North Bay at its Special Meeting held on November 5, 2012 in respect of each motion, resolution and other action passed and taken by the Council at its said Meeting is, except where the prior approval of the Ontario Municipal Board or other authority is by law required, hereby adopted, ratified and confirmed.
2. That where no individual by-law has been passed with respect to the taking of any action authorized in or by the Council mentioned in Section 1 hereof or with respect to the exercise of any powers of the Council, then this by-law shall be deemed for all purposes to the by-law required for approving and authorizing the taking of any action authorized therein or thereby required for the exercise of any powers therein by Council.
3. That the Mayor and the proper officers of The Corporation of the City of North Bay are hereby authorized and directed to do all things necessary to give effect to the said actions or to obtain approvals where required, and to execute all documents as may be necessary and directed to affix the corporate seal to all such documents as required.

cc. READ A FIRST TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

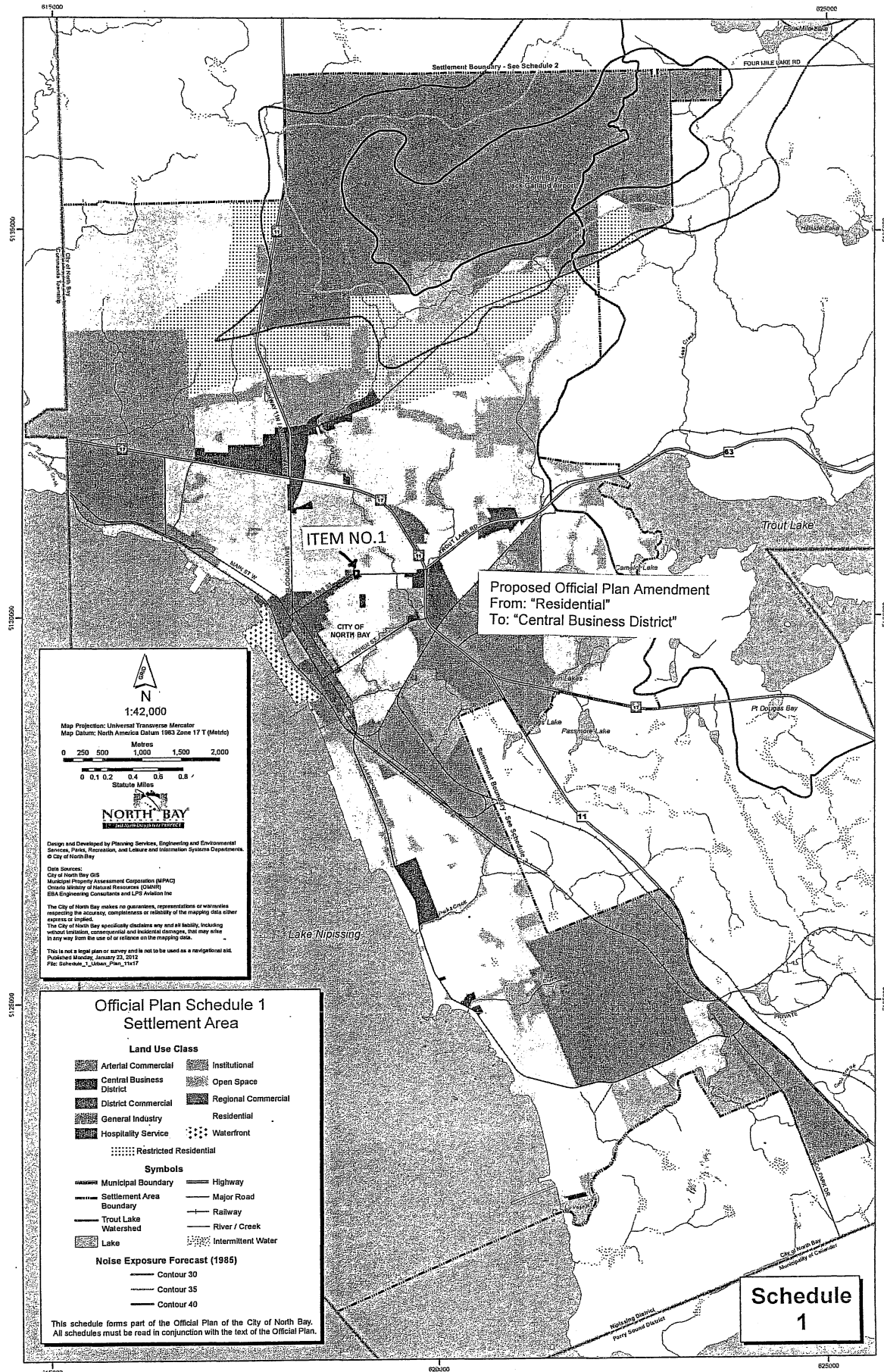
READ A SECOND TIME IN OPEN COUNCIL THIS 12TH DAY OF NOVEMBER, 2012.

READ A THIRD TIME IN OPEN COUNCIL AND PASSED THIS 12TH DAY OF NOVEMBER, 2012.

MAYOR ALLAN McDONALD

CITY CLERK CATHERINE CONRAD

SCHEDULE 2-A



THE CORPORATION OF THE CITY OF NORTH BAY

BY-LAW NO. 2012-204

A BY-LAW TO AMEND ZONING BY-LAW NO. 28-80
TO REZONE CERTAIN LANDS ON KING STREET WEST AND CASSELLS STREET
FROM A "RESIDENTIAL THIRD DENSITY (R3)" ZONE
TO A "GENERAL COMMERCIAL OUTER CORE (C2)" ZONE

(PERUT CONSTRUCTION LTD., ANDREW & GRACE WOOD AND W.M. HOLDUM INC. - 309 &
333 KING STREET WEST, 1180 & 1188 CASSELLS STREET, CITY OF NORTH BAY)

WHEREAS the owner of the subject property has initiated an amendment to the Zoning By-law;

AND WHEREAS the Council of The Corporation of the City of North Bay has ensured that adequate information has been made available to the public, and has held at least one public meeting after due notice for the purpose of informing the public of this By-law;

AND WHEREAS it is deemed desirable to amend the zone designation shown on Schedule "B-43" of By-law Number 28-80 pursuant to Section 34 of the Planning Act R.S.O. 1990, as amended.

AND WHEREAS Council passed a Community Services Committee Report No. 2012-17 on November 12, 2012 to approve this rezoning.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

- 1) Schedule "B-43" of By-law Number 28-80 is amended by changing the zoning designation of the properties shown on Schedule "A" attached hereto (more particularly known as Registered Plan M-45, Part Lots 37 to 40, Plan M-165, Lots 1 to 3, Parcels 2024, 2814, 1128 and 2630 W/F, Reference Plan No. 36R-12425, Parts 1 & 2, and Part of Lane, known locally as 309 & 333 King St. W., 1180 & 1188 Cassells St., and a vacant lot on the southwest corner of Cassells St. & King St. W. in the City of North Bay) from a "Residential Third Density (R3)" zone to a "General Commercial Outer Core (C2)" zone.
- 2) All buildings or structures erected or altered and the use of land in such "General Commercial Outer Core (C2)" zone shall conform to all applicable provisions of By-law No. 28-80 of the Corporation of the City of North Bay.
- 3) Pursuant to Section 41 of the Planning Act, R.S.O, 1990 as amended, those lands shown on Schedule "B" attached hereto are hereby designated a Site Plan Control Area.
- 5)
 - a) Notice of this By-law shall be given by the Clerk in the manner and form and to the persons prescribed by Section 4 of Reg. 254/06, as amended.
 - b) Where no notice of appeal is filed with the Clerk of The Corporation of the City of North Bay within twenty (20) days after the day that the giving of written notice as required by the Act is completed, then this By-law shall be deemed to have come into force on the day it was passed.

- c) Where one or more notices of appeal are filed with the Clerk of The Corporation of the City of North Bay within twenty (20) days after the day that the giving of written notice as required by the Act is completed, setting out the objection to the By-law and the reasons in support of the objection, then this By-law shall not come into force until all appeals have been finally disposed of, whereupon the By-law shall be deemed to have come into force on the day it was passed.

READ A FIRST TIME IN OPEN COUNCIL THE 12TH DAY OF NOVEMBER, 2012.

READ A SECOND TIME IN OPEN COUNCIL THE 12TH DAY OF NOVEMBER, 2012.

READ A THIRD TIME IN OPEN COUNCIL AND PASSED THIS ____ DAY OF _____,
2012.

MAYOR ALLAN MCDONALD

CITY CLERK CATHERINE CONRAD

This is Schedule "B"

To By-law No. 2012-204

Proposed Official Plan Amendment
From: "Residential"
To: "Central Business District"

Passed the ___ day of _____ 2012

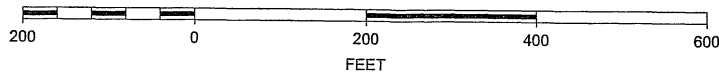
Proposed Zoning By-law Amendment
From: "Residential Third Density (R3)"
To: "General Commercial Outer Core (C2)"

Mayor Allan McDonald

City Clerk Catherine Conrad



SCALE 1 : 2,056



This is Schedule "C"

To By-law No. 2012-204

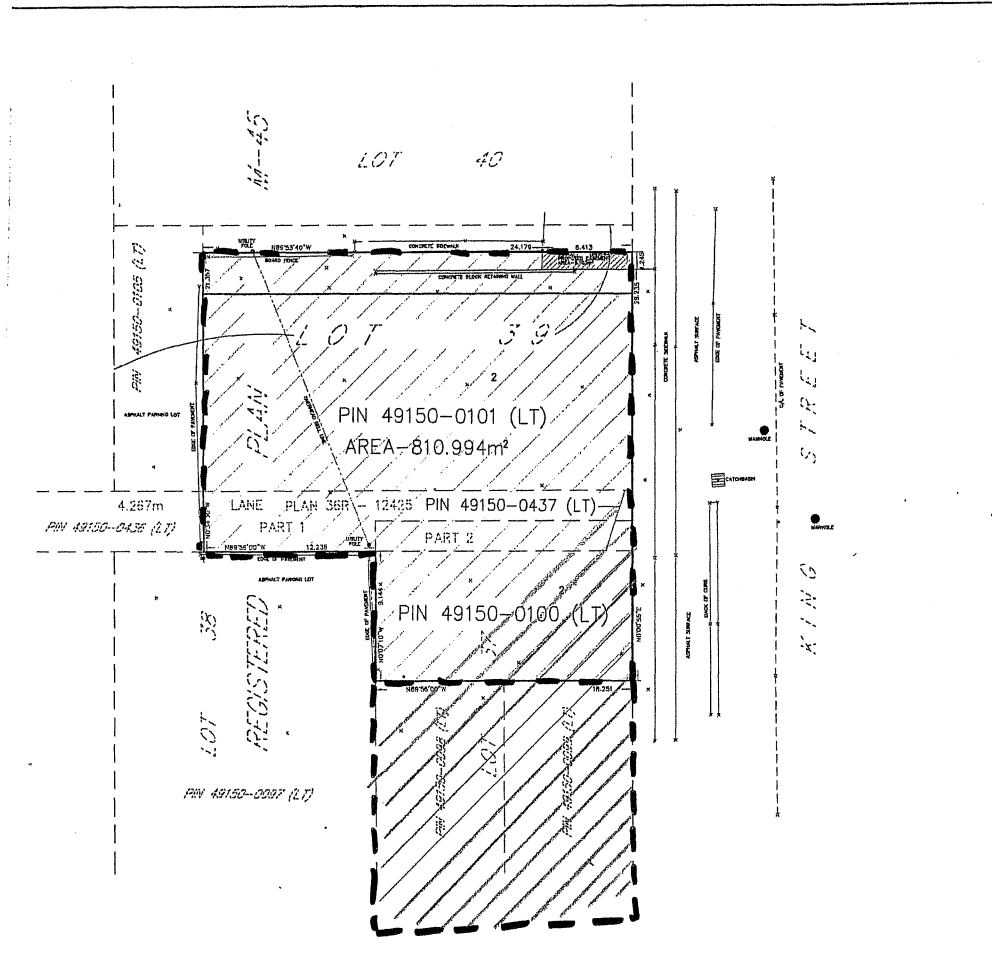
Passed the ___ day of ___ 2012

Proposed Official Plan Amendment
From: "Residential"
To: "Central Business District"

Proposed Zoning By-law Amendment
From: "Residential Third Density (R3)"
To: "General Commercial Outer Core (C2)"

Mayor Allan McDonald

City Clerk Catherine Conrad



SKETCH FOR CONSENT
 PART OF LOT 39
 AND PART OF CERTAIN LANE
 REGISTERED PLAN M-45
 NOW IN THE
CITY OF NORTH BAY
 DISTRICT OF NIPISSING



SCALE 1 : 150

Miller & Urso Surveying Inc.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



REZONING FROM AN R3 ZONE TO A C2 ZONING



PROPOSED EASEMENT FOR ABUTTING PROPERTY

Miller & Urso Surveying Inc.
 Ontario Land Surveyors • Canada Land Surveyors
 Planning Consultants

100 BELMOUR STREET
 NORTH BAY ONT. P1B 8C4
 TEL (705) 474-1810
 FAX (705) 474-1783

DRAWN BY: C.A.L.	FIELD: D.S., S.M.	WORK ORDER NO: 2397
CHECKED BY: R.D.M.		

THE CORPORATION OF THE CITY OF NORTH BAY

BY-LAW NO. 2012-205

BY-LAW TO DESIGNATE A SITE PLAN CONTROL AREA
ON CERTAIN LANDS ON KING STREET WEST AND CASSELLS STREET

(PERUT CONSTRUCTION LTD., ANDREW & GRACE WOOD AND W.M. HOLDUM INC. - 309 &
333 KING STREET WEST, 1180 & 1188 CASSELLS STREET, CITY OF NORTH BAY)

WHEREAS the Council of The Corporation of the City of North Bay, hereinafter referred to as the "City", deems it desirable to designate a Site Plan Control Area in the City of North Bay pursuant to Section 41 of the Planning Act R.S.O. 1990 as amended;

AND WHEREAS the Council deems it desirable to delegate to the Chief Administrative Officer the authority to enter into an agreement respecting the matters referred to herein;

AND WHEREAS Council intends to pass By-law No. 2012-204 to rezone the subject property to a 'General Commercial Outer Core (C2)' zone in order to permit the operation of a privately owned parking area at 333 and 309 King Street West that would serve an adjoining office complex. Two (2) adjacent properties at the northwest corner of King Street West and Cassells Street would also be rezoned for future commercial use.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NORTH BAY HEREBY ENACTS AS FOLLOWS:

- 1) That certain parcel of land composed of Registered Plan M-45, Part Lots 37 to 40, Plan M-165, Lots 1 to 3, Parcels 2024, 2814, 1128 and 2630 W/F, Reference Plan No. 36R-12425, Parts 1 & 2, and Part of Lane, known locally as 309 & 333 King St. W., 1180 & 1188 Cassells St., and a vacant lot on the southwest corner of Cassells St. & King St. W. in the City of North Bay, which lands are more particularly described on Schedule "A" attached hereto, is hereby designated as a Site Plan Control Area.
- 2) As a condition approval, all buildings or structures and parking facilities shall be provided and maintained in a location that is satisfactory to the City of North Bay.
- 3) As a condition of approval of buildings and structures referred to in Section 2 hereof, no buildings or structures shall be erected, constructed, or placed on said Site Plan Control Area until the owner of the Site Plan Control Area has entered into an agreement with The Corporation of the City of North Bay respecting the provisions, to the satisfaction of and at no expense to the City of the following matters:
 - a) Parking facilities and access driveways and the surfacing of such areas and driveways;
 - b) Walkways and the surfacing thereof;
 - c) Facilities for lighting, including floodlighting;
 - d) Walls, fences, hedges, trees or shrubs, or other groundcover or facilities for the landscaping of the lands;
 - e) Collection areas and other facilities and enclosures for the storage of garbage and other waste material;

- f) Grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon; and
- g) Adequate water supply for fire fighting purposes;
- 4) a) The Chief Administrative Officer is hereby authorized to enter into, under Corporate Seal, one or more agreements on behalf of The Corporation of the City of North Bay with the owner of the subject lands herein to ensure the provision of all the facilities mentioned in this By-law, and to impose a fee upon the owner for preparation.
- b) The said Agreement may be registered against the lands to which it applies and the City may enforce the provisions of the Registry Act or any successor legislation thereto and The Land Titles Act or any successor legislation thereto against any and all subsequent owners of the land.
- 5) a) The said Agreement shall be binding on the owner, its successors, assigns and heirs.
- b) The owner shall authorize the City to exercise the provisions of Section 427 of The Municipal Act, 2001 (S.O. 2001, c.25), as amended or any successor legislation thereto in the event of a breach by the owner of a condition of this agreement.
- 6) This By-law comes into force and effect upon being finally passed.

READ A FIRST TIME IN OPEN COUNCIL THE 12TH DAY OF NOVEMBER, 2012.

READ A SECOND TIME IN OPEN COUNCIL THE 12TH DAY OF NOVEMBER, 2012.

READ A THIRD TIME IN OPEN COUNCIL AND PASSED THIS 12TH DAY OF NOVEMBER,
2012.

MAYOR ALLAN MCDONALD

CITY CLERK CATHERINE CONRAD

Proposed Official Plan Amendment
From: "Residential"
To: "Central Business District"

This is Schedule "A"
To By-law No. 2012-205

Proposed Zoning By-law Amendment
From: "Residential Third Density (R3)"
To: "General Commercial Outer Core (C2)"

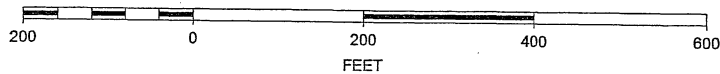
Passed the 12th day of NOVEMBER 2012

Mayor Allan McDonald

City Clerk Catherine Conrad



SCALE 1 : 2,056



This is Schedule "B"

To By-law No. 2012-205

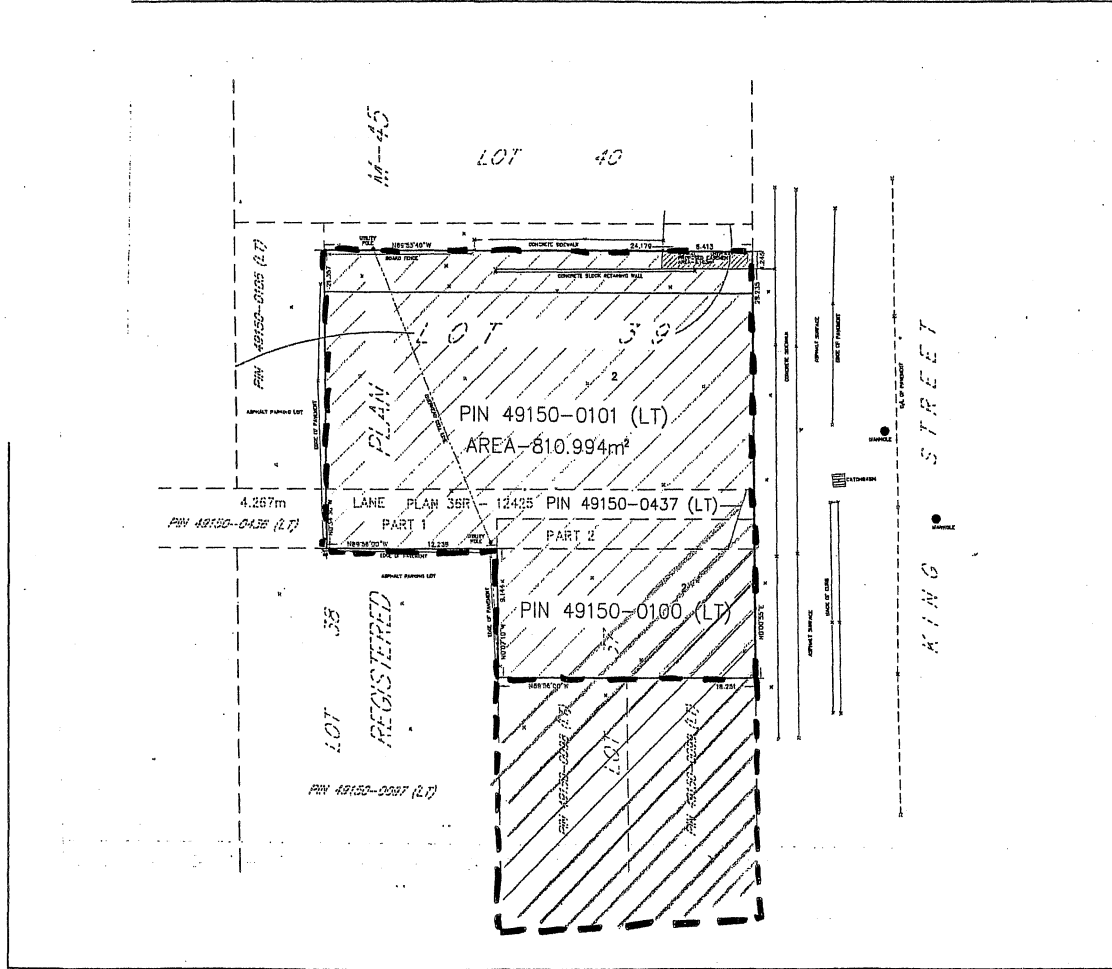
Passed the 12th day of NOVEMBER 2012

Proposed Official Plan Amendment
From: "Residential"
To: "Central Business District"

Proposed Zoning By-law Amendment
From: "Residential Third Density (R3)"
To: "General Commercial Outer Core (C2)"

Mayor Allan McDonald

City Clerk Catherine Conrad



SKETCH FOR CONSENT
PART OF LOT 39
AND PART OF CERTAIN LANE
REGISTERED PLAN M-45
NOW IN THE
CITY OF NORTH BAY
DISTRICT OF NIPISSING



SCALE 1 : 150

Miller & Urso Surveying Inc.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN BE
CONVERTED TO FEET BY DIVIDING BY 0.3048.



REZONING FROM AN R3
ZONE TO A C2 ZONING



PROPOSED EASEMENT FOR
ABUTTING PROPERTY

Miller & Urso Surveying Inc.
Ontario Land Surveyors • Canada Land Surveyors
Planning Consultants

1400 DENISON STREET
NORTH BAY ON N1B 5G4

DRAWN BY: C.A.L.
CHECKED BY: R.S.M.

FIELD: G.S. S.M.

WORK ORDER NO. 2387

TEL: (519) 474-1710
FAX: (519) 474-1783