



# Committee Agenda

**Committee Meeting of Council  
June 20, 2011  
at 6:00 p.m.**

# MEETINGS

**FOR THE WEEKS OF  
JUNE 20<sup>TH</sup> AND JUNE 27<sup>TH</sup>, 2011**

Monday, June 20, 2011

6:00 p.m.

Committee Meeting of Council  
Council Chambers, 2<sup>nd</sup> Floor

7:00 p.m.

Regular Meeting of Council  
Council Chambers, 2<sup>nd</sup> Floor

Wednesday, June 29, 2011

6:00 p.m.

Special Committee Meeting  
Council Chambers, 2<sup>nd</sup> Floor

# PUBLIC MEETING

**HELD UNDER THE  
PLANNING ACT**

Monday, June 20, 2011

6:00 p.m.

Rezoning application  
Nipissing-Parry Sound Catholic  
District School Board  
1140 Front Street

Plan of Subdivision application  
City of North Bay  
North Bay Jack Garland Airport

## ENGINEERING & WORKS COMMITTEE

Monday, June 20, 2011

Page 1

**Chairperson:** Councillor Vrebosch-Merry  
**Vice-Chair:** Councillor Mayne  
**Member:** Councillor Bain  
**Ex-Officio:** Mayor McDonald

EW-2010-03 Report from A. Korell/J. Houston dated March 26, 2010 re Kate Pace Way west end bike route connection between Memorial Drive and Gormanville Road (R05/2010/KPWTR/WESTENDR).

► **EW-2011-03 Report from A. Lang dated May 27, 2011 re Tender No. 2011-48, Supply of S2400 Igloo Epoke (F05/2011/ROADS/6002RD).**

# EW-2011-03

Draft recommendation:

“That North Bay City Council approve a contract be issued to Joe Johnson Equipment Inc. in the amount of \$68,588.74 (HST included), for the supply of one (1) S2400 Igloo Epoke.”

**CITY OF NORTH BAY**  
**REPORT TO COUNCIL**

Report No: CORP 2011-98

May 27, 2011

Originator: Al Lang

Subject: Tender No. 2011- 48 – Supply of One (1) S2400 Igloo Epoke

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**RECOMMENDATION:**

That North Bay City Council approve a contract be issued to Joe Johnson Equipment Inc. in the amount of \$68,588.74 (HST included) for the supply of one (1) S2400 Igloo Epoke.

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**BACKGROUND:**

The tender was advertised publicly as per the City of North Bay Purchasing Policy. The Purchasing Manager distributed four (4) tender packages. The tender closed on May 18, 2011 and two (2) tenders were received. The Fleet Supervisor evaluated the tenders and the Director of Financial Services has reviewed the recommendation with the Fleet Supervisor. The equipment will be used within Public Works in the Roads Department during the winter control period. This equipment replaces existing equipment that has exceeded its useful life cycle. Continued active service of existing equipment increases maintenance costs. The results of the evaluation are:

<u>Firm</u>	<u>Total Bid Price</u>
Gin-Cor Industries.	\$50,187.13 (including HST)
Joe Johnson Equipment Inc.	\$68,588.74 (including HST)

The tender documents clearly stated that there were to be “no substitutes”. The lowest bidder did not meet the mandatory requirements under specification in the tender documents as they had substituted Epoke with another product not approved by the City. Epoke is the standard equipment as approved by the City. The recommendation is to award the tender to Joe Johnson Equipment Inc. as that firm has met and exceeded all specifications outlined in the tender document. The price is considered fair and reasonable.

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**ANALYSIS / OPTIONS:**

1. Purchase the recommended equipment at the tendered price.
  2. Do not purchase the equipment. This option is not recommended, as it is needed for the Roads Department. Service levels would be negatively impacted if the equipment is not purchased.
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**RECOMMENDED OPTION / FINANCIAL IMPACTS:**


Option 1 is recommended:

That North Bay City Council approve a contract be issued to Joe Johnson Equipment Inc. in the amount of \$68,588.74 (HST included) for the supply of one (1) S2400 Igloo Epoke.

An amount of \$1,200,000 has been allocated in the 2011 Engineering, Environmental Services and Works Capital Budget Line No. 58 Project No. 6002FL – Public Works Vehicle & Equipment Replacement Program. By-Law No. 2011-41 was passed by City Council on March 7, 2011 authorizing the expenditure of \$1,200,000. The cost of this equipment to Project No. 6002FL, net of the HST rebate will be \$61,766.41. As of the signing of this report, Project No. 6002FL has sufficient funds for this purchase.

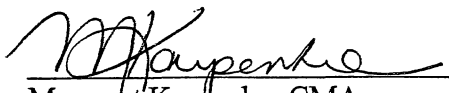
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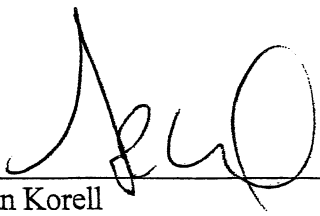
Respectfully submitted,

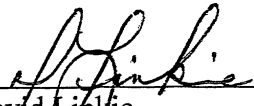
  
\_\_\_\_\_  
Al Lang, CGA  
Director of Financial Services

We concur in this report and recommendation.

  
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Laura Boissonneault, CGA  
Supervisor of Budgets & Financial Reporting

  
\_\_\_\_\_  
Margaret Karpenko, CMA  
Chief Financial Officer/Treasurer

  
\_\_\_\_\_  
Alan Korell  
Managing Director of Engineering,  
Environmental Services and Works

  
\_\_\_\_\_  
David Linkie,  
Chief Administrative Officer

Personnel designated for continuance: Fleet Supervisor

Attachments: Tenders

**GENERAL GOVERNMENT COMMITTEE**

Monday, June 20, 2011

Page 1

**Chairperson:** Councillor Chirico  
**Vice-Chair:** Councillor Koziol  
**Members:** Councillors Anthony, Maroosis  
**Ex-Officio:** Mayor McDonald

GG-2011-04      Motion from Councillor Anthony dated January 10, 2011 re Council remuneration (F16/2011/CNB/COUNCIL).

## COMMUNITY SERVICES COMMITTEE

Monday, June 20, 2011

Page 1

**Chairperson:** Councillor Lawlor  
**Vice-Chair:** Councillor Mendicino  
**Member:** Councillor Vaillancourt  
**Ex-Officio:** Mayor McDonald

- CS-2001-35 Rezoning applications by Consolidated Homes Ltd. – Golf Club Road (D14/2001/CHLTD/GOLFCLUB).
- CS-2003-37 Condominium application by Rick Miller on behalf of New Era Homes Ltd. - McKeown Avenue (D07/2003/NEHL/ MCKEOWN).
- CS-2004-29 Rezoning and Plan of Subdivision applications by Rick Miller on behalf of Grand Sierra Investments Ltd. - Sage Road (D12/D14/2003/GSIL/ SAGERD).
- CS-2010-21 Official Plan Amendment, Rezoning & Plan of Subdivision applications by Goodridge Planning Solutions on behalf of Jack & Helen Norman - Four Mile Lake Road (D09/D14/ D12/2010/NORMN/FOURMILE).
- CS-2010-24 Report from S. McArthur dated September 14, 2010 re Municipal Heritage Committee - Annual Award Proposal (R01/2010/ NBMHC/GENERAL).
- CS-2011-04 Motion moved by Councillor Mayne on January 24, 2011 re Designated Off-Leash Dog Area (R00/2011/PARKS/DOGPARK).
- CS-2011-08 Report from M.B. Burke / B. Hillier dated February 28, 2011 re Rental Housing Licensing By-Law (C00/2011/BYLAWS/ RENTHOUS).
- **CS-2011-13 Rezoning application by Miller & Urso Surveying Inc. on behalf of the Nipissing-Parry Sound Catholic District School Board - 1140 Front Street (D14/2011/NECOC/FRONT).**
- **CS-2011-14 Plan of Subdivision application by Miller & Urso Surveying Inc. on behalf of the City of North Bay - North Bay Jack Garland Airport (D12/2009/NBJGA/INBUSPK).**



# CS-2011-13

Draft recommendation.

- “That
- a) the proposed Zoning By-Law Amendment from a “Residential Third Density (R3)” zone to a “General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)”, by Miller & Urso Surveying Inc. on behalf of Nipissing-Parry Sound Catholic District School Board for the property legally described as Plan M-28, Lots 361 to 363, Lots 452 to 454, Part of Lots 364 & 461, Part Lane, in the former Township of Widdifield, known locally as 1140 Front Street 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 building massing, parking, lighting, landscaping, storm water, drainage, ingress and egress and fencing as required.”

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INTER OFFICE

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*City of North Bay  
Planning Services*

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MEMO


**To:** Cathy Conrad, City Clerk  
**From:** Steve McArthur - Senior Planner, Current Operations  
**Subject:** Resolution No. 2 - Planning Advisory Committee  
**Date:** May 11, 2011

Quoted below is Resolution No. 2 passed at the regular meeting of the Planning Advisory Committee held on Wednesday, May 11<sup>th</sup>, 2011:

Resolution No. 2

"That the Planning Advisory Committee recommend the following to City Council:

1. That the proposed Zoning By-law Amendment from a "Residential Third Density (R3)" zone to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" by Miller & Urso Surveying Inc. on behalf of Nipissing-Parry Sound Catholic District School Board for the property legally described as Plan M-28, Lots 361 to 363, Lots 452 to 454, Parts Lots 364 & 461, Part Lane in the former Township of Widdifield, known locally as 1140 Front Street in the City of North Bay, BE APPROVED; and
2. That 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 building massing, parking, lighting, landscaping, storm water, drainage, ingress and egress and fencing as required."



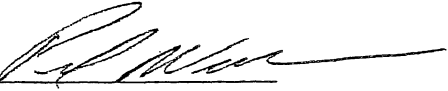
Steve McArthur, MCIP, RPP  
Senior Planner, Current Operations

North Bay Planning Advisory Committee

Resolution No. 2

Date: May 11, 2011

Moved By:



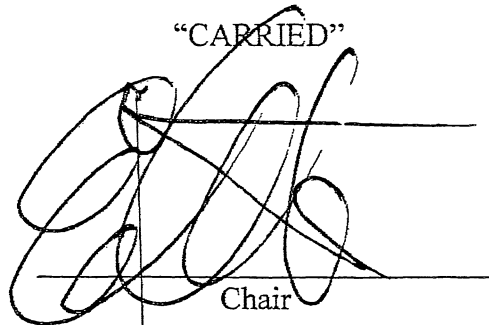
Seconded By:



“That the Planning Advisory Committee recommend the following to City Council:

1. That the proposed Zoning By-law Amendment from a “Residential Third Density (R3)” zone to a “General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)” by Miller & Urso Surveying Inc. on behalf of Nipissing-Parry Sound Catholic District School Board for the property legally described as Plan M-28, Lots 361 to 363, Lots 452 to 454, Parts Lots 364 & 461, Part Lane in the former Township of Widdifield, known locally as 1140 Front Street in the City of North Bay, BE APPROVED; and
2. That 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 building massing, parking, lighting, landscaping, storm water, drainage, ingress and egress and fencing as required.”

“CARRIED”



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Chair

INTER OFFICE

**City of North Bay  
Planning Services**

MEMO

**To:** Chair and Members, Planning Advisory Committee

**From:** Steve McArthur - Senior Planner, Current Operations

**Subject:** Proposed Zoning By-law Amendment by Miller & Urso Surveying Inc. on behalf of Nipissing-Parry Sound Catholic District School Board for the property legally described as Plan M-28, Lots 361 to 363, Lots 452 to 454, Parts Lots 364 & 461, Part Lane in the former Township of Widdifield - 1140 Front Street in the City of North Bay.

**Date:** May 3, 2011

**Recommendation**

- 1) That the proposed Zoning By-law Amendment from a "Residential Third Density (R3)" zone to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" by Miller & Urso Surveying Inc. on behalf of Nipissing-Parry Sound Catholic District School Board for the property legally described as Plan M-28, Lots 361 to 363, Lots 452 to 454, Parts Lots 364 & 461, Part of Lane in the former Township of Widdifield, known locally as 1140 Front Street in the City of North Bay BE APPROVED; and
- 2) That 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 building massing, parking, lighting, landscaping, storm water, drainage, ingress and egress and fencing as required.

**Site**

The subject property is situated at 1140 Front Street, as shown on Schedules "A" and "B" attached hereto. The property has a frontage of approximately 80.46 metres (264 feet) along Front Street and a total area of approximately 0.45 hectares (1.13 acres). It has secondary road accesses on O'Brien and McPhail Streets.

The property is designated "Central Area" in the City of North Bay's Official Plan and is zoned "Residential Third Density (R3)" under the City of North Bay's Zoning By-law No. 28-80.

There is an existing administrative office building operated by the Nipissing-Parry Sound Catholic District School Board (NPSCDSB) in the former school and one accessory structure located on the property. The area is a mixed use neighbourhood, including commercial uses to the east, and fronting on Cassells Street to the south, and low to medium density residential uses to the north and west.

**Proposal**

The subject property is developed with a large building and warehouse type accessory structure. The main structure was previously utilized as an elementary school and later as an administrative office building operated by the NPSCDSB.

The school, and later use as a school board office, is permitted under Section 3.3 of Zoning By-law No. 28-80 which reads: *"The provisions of this By-law shall not apply to the use of any land or to the erection or use of any building or structure for the purpose of public service by the Municipality, local board, school board, public utility, department of the Government of Canada or the Province of Ontario, any Crown Corporation or the public infrastructure of a telecommunications company regulated by the CRTC and Industry Canada..."*

The Nipissing Parry Sound Catholic District School Board has now declared the property surplus and wishes to sell the land and the buildings. The potential purchaser intends to use the building as administrative office space, but requires a change in zoning as the building will no longer be occupied under the provisions of Section 3.3 of Zoning By-law No. 28-80.

The property owners are requesting a Zoning By-law Amendment to change the "Residential Third Density (R3)" zone to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" in order to permit the use of the land and buildings as a privately owned professional office building.

### **Provincial Policy Statement**

This proposal has been reviewed in the context of the Growth Plan for Northern Ontario (GPNO 2011) and the Provincial Policy Statement (PPS 2005). These policies provide direction on matters of Provincial interest related to land use planning and development.

The Growth Plan for Northern Ontario was introduced on March 3rd, 2011, and all planning applications must now be evaluated to consider this plan. The GPNO is broad in scope and is aimed at shaping development in Northern Ontario over the next 25 years. It outlines strategies that deal with economic development, education, community planning, transportation/infrastructure, environment, and aboriginal peoples.

This application has been reviewed in accordance with the Growth Plan for Northern Ontario (2011) and has been found to be in compliance with its policies.

This application has further been reviewed in the context of the Provincial Policy Statement (PPS 2005). Section 1.0 of the PPS 2005, Building Strong Communities, provides for a wide variety of policies relating to wisely managing change and promoting efficient land use and development patterns.

Section 1.1.3.3 states that: "*Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*".

Section 1.3.1 states that: "*Planning authorities shall promote economic development and competitiveness by: (a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs; (b) providing opportunities for a diversified economic base, including maintaining a range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; (c) planning for, protecting and preserving employment areas for currently and future uses; and (d) ensuring the necessary infrastructure is provided to support current and projected needs.*"

The proposed Zoning By-law Amendment will permit an office use in the existing building, which will provide ongoing economic development and employment opportunities. The subject property has existing buildings on existing municipal services, resulting in economic activity without the requirement for the extension of municipal services.

In reviewing the proposed Zoning By-law Amendment, it is my professional opinion all pertinent policies of the Provincial Policy Statement (PPS 2005) have been applied in their entirety and the end use is consistent with Provincial Policy as set out in the Provincial Policy Statement (PPS 2005).

### **Official Plan**

The subject property is designated "Central Area" in the City of North Bay's Official Plan.

Section 2.3.2 of the Official Plan (Central Area Planned Function) outlines the general intent of the Central Area, stating that: "*The Central Area of North Bay includes the existing Central Area, as well as adjacent lands subject to future development in coordination with Central Area uses. North Bay's Central Area has historically*

*acted as the focal point for finance, administration, services, culture and entertainment within the city. The importance of a strong, vibrant and economically viable Central Area to the health of North Bay is recognized, and it is a key objective of this Official Plan that the health and economic viability of the Central Area be maintained and enhanced in the context of all new land use decisions within the city. The planned function for the Central Area is to act as the city's primary area for government, finance, arts, culture, recreation and entertainment."*

Section 2.3.1 further states that one of the Central Area objectives shall be to "encourage, whenever possible, new offices to locate within, and existing offices to remain within, the Central Area wherever possible."

The intent of this policy is to focus office development in larger buildings in the City's Central Area, thereby creating a strong central core. The property has already operated as an administrative office building for a number of years. The proposed Zoning By-law Amendment will enable the new property owner to continue to operate the building as a professional or administrative office, thereby strengthening the City's Central Area.

In my professional opinion, the Applicants' proposal to rezone subject lands to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" is in conformity with the general intent of the Official Plan policies for the Central Area.

#### **Zoning By-law No. 28-80**

The subject property is currently zoned "Residential Third Density (R3)" by the City of North Bay's Zoning By-law No. 28-80, which permits the following uses:

- single detached dwelling (min frontage 13.7 m);
- duplex dwelling;
- semi-detached dwelling
- accessory home based businesses;
- parks, playgrounds & non-profit uses; and
- institutional uses.

The Applicant is proposing to rezone the subject lands to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)". The permitted uses for the proposed "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" will be limited to the following:

- animal hospitals;
- apartment dwellings;
- automobile sales, service and leasing establishments;
- boarding and rooming houses;
- broadcast studios or newsrooms;
- business offices;
- converted dwellings;
- data processing firms;
- day nursery;
- double duplex dwellings;
- duplex dwellings;
- dwelling groups;
- farmer's market;
- financial institutions;
- funeral homes;
- Group Home Type 2;
- homes for the aged;
- local retail stores;
- maisonette dwellings;

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- multiple dwellings;
  - nursing homes;
  - personal service establishments;
  - pet daycare facility;
  - professional offices;
  - public and private parks;
  - public and private parking areas;
  - retirement homes/residences;
  - retail stores;
  - townhouse dwellings;
  - semi-detached dwellings;
  - single detached dwellings;
  - service establishments that are not obnoxious;
  - triplex dwellings;
  - wholesale uses; and
  - institutional uses such as:
    - o places of worship;
    - o public hospitals or private hospitals; and
    - o private schools.

The Applicant has removed a number of permitted land uses from the "C2" zone as a result of concerns received from a circulated property owner. The subject property will meet all other provisions and regulations of Zoning By-law No. 28-80.

### Correspondence

This proposal was circulated to property owners within 120 metres (400 feet) of the subject lands, as well as to several municipal departments and other external agencies that may have an interest in this matter.

In terms of the correspondence received the North Bay-Mattawa Conservation Authority, Chief Fire Prevention Officer, Ministry of Transportation, the Mayor's Office of Economic Development, the Building Department and the Director of Parks, Recreation and Leisure Services offered no objections to the proposal.

North Bay Hydro offered the following comment: *"There are currently three (3) separate electrical services supplying the two (2) structures located on this property. North Bay Hydro's current policy is to allow only one (1) service to each property. If any changes to the existing services are required in the future, North Bay Hydro will require that these services be consolidated into a single service. Any costs involved in consolidating these services will be the sole responsibility of the property owner."*

This comment is provided for information purposes and has been relayed to the applicant, agent and potential purchaser. There are no physical changes proposed to either the buildings or property at this time.

A letter was received from a concerned property owner at 399 McPhail Street commenting on the proposed rezoning. The primary concern expressed by this owner was that some of the permitted uses within the proposed "General Commercial Outer Core Zone (C2)" would be incompatible within the existing neighbourhood. Instead, the property owner suggested a revised list which excludes uses that create opportunities to operate an obnoxious business or to create increased traffic outside of normal working hours.

The Applicant and the Applicant's agent are willing to accept the property owner's request, and through the creation of a special zone, the following uses will be removed:

- automobile service stations and Gas bars
- banks
- bus stations
- clubs

- flea market
- food stores
- hotels, motels
- liquor, beer or wine stores
- places of entertainment
- recreational vehicle sales, service & leasing establishment
- repair garage (body shop)
- restaurants and taverns

The removal of these uses is considered appropriate because the subject property is on the boundary of a transition area into an abutting residential neighbourhood. Other buffering, lighting and landscaping considerations can be accomplished through the Site Plan Control Agreement (SPCA) process.

The removal of these uses will be accomplished through the creation of a special zone, therefore, the proposed rezoning will now be to a "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)". All other provisions and regulations of Zoning By-law No. 28-80 will be met.

No comments or objections were received from any of the other circulated property owners.

### Summary

The building has been occupied for several years by the Nipissing Parry Sound Catholic District School Board administration offices. Although the school board is institutional, it operates in the same manner that a commercial office building would operate. The present and proposed use is compatible with the mixed use nature of the existing neighbourhood.

At this time, the present "Residential Third Density (R3)" zoning would limit the use of the property to residential and non-profit/institutional uses. The Applicant is requesting to rezone the property to "General Commercial Outer Core Special Zone No. 79 (C2 Sp.79)" to provide for a range of potential commercial uses.

If approved, the property will be subject to Site Plan Control in order to regulate building massing, parking, lighting, landscaping, storm water management, ingress/egress and fencing as required. It is my professional opinion the proposed Zoning By-law Amendment maintains the general intent of the City of North Bay's Official Plan and the end use is consistent with Provincial Policy.



Steve McArthur, MCIP, RPP  
Senior Planner, Current Operations

SM/EA/dlb

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attach.

I concur with the recommendations contained in this report.



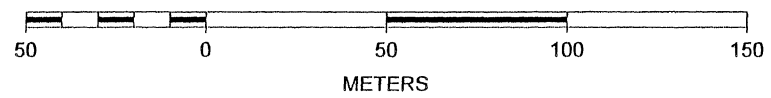
Beverley Hillier, MCIP, RPP  
Manager, Planning Services



# SCHEDULE A



SCALE 1 : 2,105



Proposed Zoning By-law Amendment  
 From: "Residential Third Density (R3)"  
 To: "General Commercial Outer Core Special  
 Zone No. 79 (C2 Sp.79)"



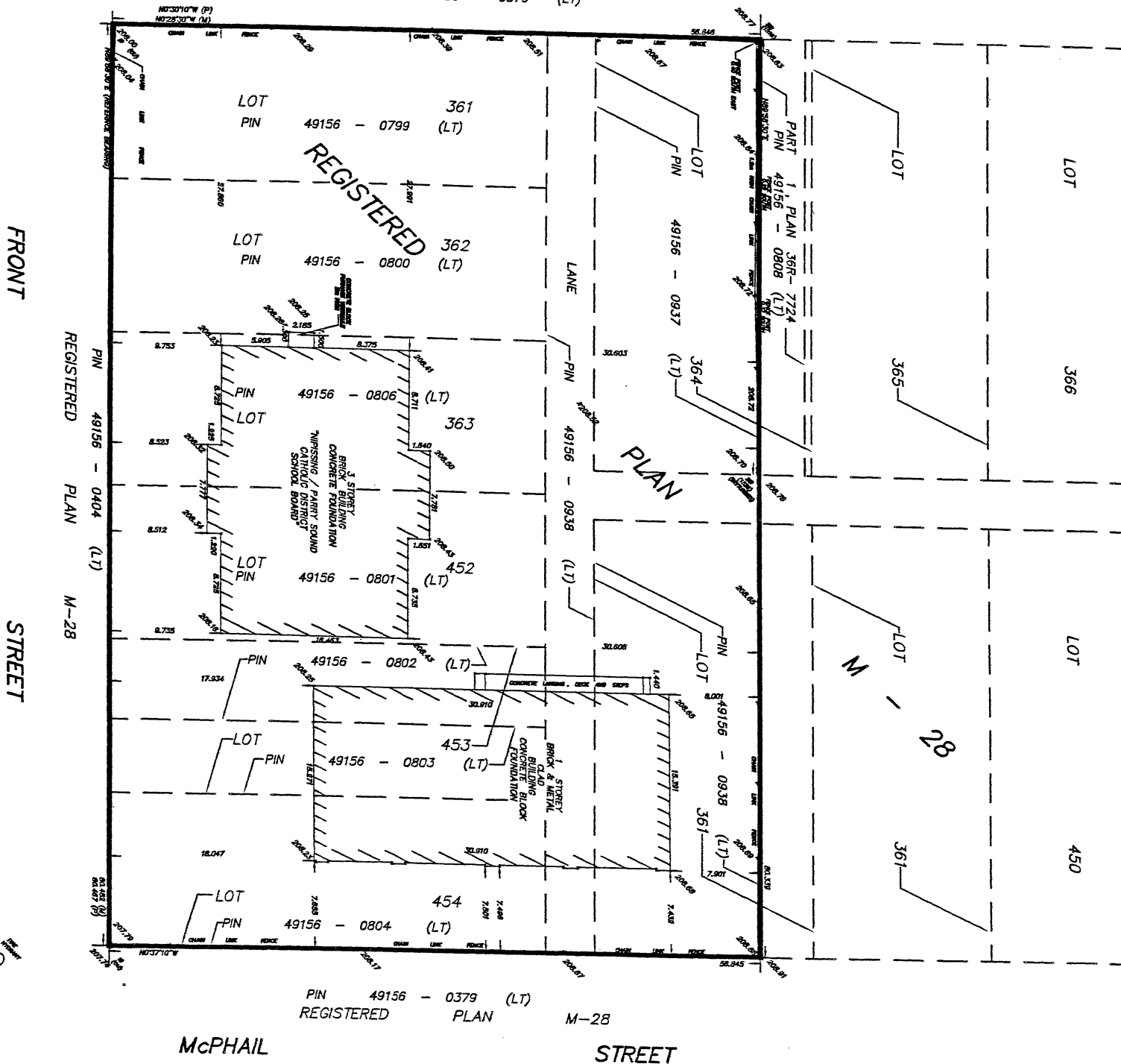
# SCHEDULE B

Proposed Zoning By-law Amendment  
 From: "Residential Third Density (R3)"  
 To: "General Commercial Outer Core Special  
 Zone No. 79 (C2 Sp.79)"



O'BRIEN STREET

REGISTERED PLAN M-28  
 PIN 49156 - 0379 (LT)



REGISTERED PLAN M-28  
 PIN 49156 - 0379 (LT)

McPHAIL STREET

# CS-2011-14

Draft recommendation:

“That the proposed Plan of Subdivision (City File #48T-09104) by Miller & Urso Surveying Inc. on behalf of The Corporation of the City of North Bay for certain lands at the North Bay Jack Garland Airport, as shown on Schedule “A” attached to Report No. CSBU 2011-60, be given Draft Approval subject to the conditions in Appendix “A” to Report to Council CSBU 2011-60 dated June 8, 2011.”

**CITY OF NORTH BAY**  
**REPORT TO COUNCIL**

**Report No:** CSBU 2011 - 60

**Date:** June 8, 2011

**Originator:** Beverley Hillier, Manager, Planning Services

**Subject:** Proposed Draft Plan of Subdivision – North Bay Jack Garland Airport

**File No:** D12/2009/SUBDI/NBJGA/#48T-09104

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**RECOMMENDATION**

That the proposed Plan of Subdivision (City File #48T-09104) by Miller & Urso Surveying Inc. on behalf of the Corporation of the City of North Bay for certain lands at the North Bay Jack Garland Airport, as shown on Schedule "A" attached hereto, be given Draft Approval subject to the conditions in Appendix "A" to the Report to Council No. CSBU 2011-60 dated June 8, 2011.

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**SITE**

The property is located on the north side of Airport Road (see Schedule "A" attached). The lands affected by the proposed Plan of Subdivision (City File #48T-09104) are owned by the City of North Bay.

The subject property is surrounded by a mix of existing rural residential uses to the northeast, industrial uses to the east, Department of National Defense lands, other residential uses, a church and golf course to the south, industrial designated vacant lands and other City owned lands to the west.

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**BACKGROUND**

The City acquired unrestricted ownership of the North Bay Jack Garland Airport in 2008. City Council approved amendments to the Official Plan and the Zoning By-law in 2010 to permit airport related businesses on airside lands and to permit compatible groundside industrial development on the remaining airport lands which do not abut runways. This proposal is in line with the Airport Land Use Master Plan prepared for the NBJGA in 2006 by EBA Consultants.

The proposed Plan of Subdivision is being brought forward to facilitate the immediate servicing and development of the airport lands for airside opportunities and compatible groundside industrial uses.

The Airport Plan of Subdivision consists of 13 Blocks for future development as well as the laying out of future municipal roads. Although the City is exempt from the Planning Act for lot creation, the Plan of Subdivision sets out the general concept and available lands for

development purposes. No specific lot configuration is proposed at this time in order to provide the municipality with flexibility in the sale or lease of future lands to meet the needs of specific clients. This will ensure that the land is utilized in the most efficient manner.

### Provincial Policy

This proposal has been reviewed in the context of the Growth Plan for Northern Ontario (GPNO 2011) and the Provincial Policy Statement (PPS 2005). These Provincial policies provide direction on matters of Provincial interest related to land use planning and development.

The Growth Plan for Northern Ontario was introduced on March 3rd, 2011 and all Planning Act applications must conform to this plan.

The GPNO is broad in scope and is aimed at shaping development and land use in Northern Ontario over the next 25 years. It outlines strategies that deal with economic development, transportation/infrastructure, education, community planning, the environment and the native rights of aboriginal peoples.

The Growth Plan for Northern Ontario (2011) sets out eleven existing and emerging priority economic sectors, including advanced manufacturing and transportation, aviation and aerospace. These sectors are in line with the City's objectives in the development of the airport property for an Airport Industrial Business Park. The Plan of Subdivision will ensure the orderly development of the airport property.

This application has been reviewed in accordance with the Growth Plan for Northern Ontario (2011) and has been found to conform to its policies.

The Provincial Policy Statement (2005) Section 1.3 provides policy for employment areas. Section 1.3.1 states "Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses and take into account the needs of existing and future businesses;
- c) planning for, protecting and preserving employment areas for current and future uses; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs."

The City has continuously worked to ensure the availability of industrial lands (employment areas) to allow for the continued economic growth of the community. The Gateway Industrial Park located at Booth Road and Ferris Drive consists of City owned industrial land serviced in the mid-1980's. Approximately 600 acres of industrial land in this area has been

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identified as Provincially Significant Wetland (PSW) under the 2005 PPS and as a result cannot be developed. In addition, over the past 5 years a significant portion of the remaining industrial lands in this area have been sold and developed. Consequently, there is limited City owned industrial land available (depending on constraints) to support continued industrial growth.

As the City has unrestricted ownership of the NBJGA, which includes approximately 1,600 acres of land, it is appropriate to consider these lands as a location for future industrial growth and development. Of the 1600 acres of land, approximately 300 acres would be available for a range of industrial uses.

Section 1.6.7.1 of the PPS states “Planning for land uses in the vicinity of airports shall be undertaken so that:

- a) the long-term operation and economic role of airports is protected; and
- b) airports and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants.”

The proposed development at the Airport would be completed to ensure the lands associated with the Airport and its operations are protected. The City is aware of the importance the NBJGA has on the local and regional economy. Any proposed use on the Airport lands would be required to meet all federal aviation and zoning requirements. This may include height limitations and ensuring no electronic interference. All development proposals will be required to obtain clearance from NavCanada.

Section 1.6.7.2 of the PPS indicates “Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP, as set out on maps (as revised from time to time) that have been reviewed by Transport Canada;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated there will be no negative impacts on the long-term function of the airport; and
- c) discouraging land uses which may cause a potential aviation safety hazard.”

All development proposals will be required to meet all NavCanada regulations around airports. The uses being considered are industrial in nature, and are not considered a sensitive land use under the Ministry of Environment D-Series Guidelines. Where a residential use is proposed, as an accessory use to the main use, a noise and vibration study would be required prior to development and owners or lessee’s of land will be notified on title or within their lease agreement of the potential noise impacts from the abutting airport use.

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In my professional opinion, the proposed Plan of Subdivision is consistent with Provincial Policy as outlined in the Provincial Policy Statement (PPS 2005) and in the Growth Plan for Northern Ontario (GPNO 2011).

### Official Plan

The property is designated 'General Industry, according to Schedule "B" – Land Use Plan, of the Official Plan. The City has recently undertaken a new Official Plan process. The new Official Plan was adopted by City Council on September 8, 2009 and was submitted for approval to the Ministry of Municipal Affairs and Housing on September 22, 2009.

The proposed Plan of Subdivision is in conformity with the Official Plan and is consistent with the new Airport Business Park policies in the new Official Plan. City Council passed Official Plan Amendment No. 114 and Zoning By-law No. 2010-45 on February 22, 2010. The proposed Plan of Subdivision implements these amendments to allow for compatible airside and groundside industrial uses.

### Correspondence

The application is being processed pursuant to Council Resolution No. 2001-706. The process allows applications that meet the criteria contained in Resolution No. 2001-706 to proceed directly to City Council and bypass the Planning Advisory Committee. The statutory public meeting under the Planning Act is held and the recommendation goes forward to the next regular council meeting for consideration.

Where the application meets the planning criteria, Staff then recommends this process. If there are concerns raised by a circulated departments, commenting agencies or the general public at the Statutory Public meeting, Council can decide to hold the application on Committee for further information and consideration.

During the Planning Review for the Official Plan Amendment and Zoning By-law Amendment approved in February 2010 correspondence was received from the North Bay Mattawa Conservation Authority indicating a requirement for updated or new subwatershed management studies for Chippewa Creek and Doran's Creek. The City agreed that these studies are required to be updated as they did not contemplate the full development of the airport lands when they were prepared.

The development of the Airport lands is expected to occur in four phases, with the last phase (Phase 4) being in the area of Doran's Creek. Prior to development in this area and in the other Phases of development, the appropriate watershed or sub-watershed studies will be undertaken in conjunction with the NBMCA. Conditions of Draft Approval have been included in Appendix A to ensure these studies are completed prior to final approval of Phase 3 or 4 of the Plan.

TransCanada Pipeline also provided correspondence for the Official Plan and Zoning By-law approvals. Their request was incorporated into the Zoning By-law Amendment and a

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condition of draft approval has been included in Appendix A to ensure any work within 200m of the Pipeline meets all required standards.

The Ministry of Transportation provided comments as part of the Plan of Subdivision review. They have requested that a condition of Draft Approval be included that requires the City to complete a Traffic Impact Study with respect to the connection of Marsh Drive to Four Mile Lake Road and with respect to any necessary highway improvements. This condition has been included in the Appendix and will be required prior to the development of Phase 3, 4 or future work on Four Mile Lake Road.

One telephone call was received from a resident of Four Mile Lake Road in 2009. The resident had concerns regarding the potential of increased stormwater runoff as a result of the development of the airport lands. A stormwater management plan is underway for Phase 2 and updates to various watershed and sub-watershed studies will be completed as part of the Plan of Subdivision for the subject lands.

One presentation was made at the Planning Advisory Committee meeting held on November 18, 2009 with respect to the Official Plan Amendment and Zoning By-law Amendment. The presenter represented a relative who lived in proximity to the North Bay Jack Garland Airport. The main concern raised related to development around the TransCanada Pipeline. Any development within 200m of a TransCanada Pipeline will be reviewed by them to ensure it does not affect the safety and integrity of their facilities.

### Summary

The Airport has been in existence since 1938. Until 1999, the Airport was owned by the Federal government and, therefore, the City did not have the ability to regulate any of the uses or operations that were established on site. The City now has unrestricted ownership of the Airport Lands.

The expansion of the Air Park Policies in the new Official Plan and the expansion of the permitted uses through the rezoning of the property, by way of an Official Plan Amendment and Zoning By-law Amendment approved in 2010, and the approval of the subject Plan of Subdivision will facilitate the immediate development of the airport lands for airside opportunities and compatible groundside industrial uses.

This proposal is consistent with the 2006 Land Use Master Plan for the NBJGA, the future direction for the airport established in the City's New Official Plan, and with Provincial Policy as outlined in the Growth Plan for Northern Ontario (2011) and in the Provincial Policy Statement (PPS 2005).

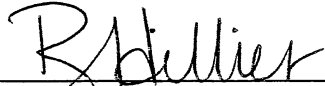
The proposed Plan of Subdivision will allow for the orderly development of the subject lands, create new employment opportunities, support the growth of the aerospace and advanced manufacturing sectors, and ensure the long term viability of the Airport.

In summary, the property is designated "General Industry" in the City's Official Plan and the proposed Plan of Subdivision is compatible with the existing uses in the surrounding area.



In reviewing the proposed subject Plan of Subdivision, Planning Services is of the opinion that the proposal represents good land use planning and the end use is consistent with Provincial Policy as set out in the Provincial Policy Statement (PPS 2005) and in the Growth Plan for Northern Ontario (GPNO 2011).

Respectfully submitted,



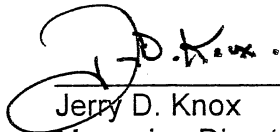
\_\_\_\_\_  
Beverley Hillier, MCIP, RPP  
Manager, Current Operations

BH/dlb

W:\PLAN\RMS\C00\2011\CSBU\RTC\0060-NBJGASubdivisionApproval.doc

attach.

We concur with this report and recommendations.



\_\_\_\_\_  
Jerry D. Knox  
Managing Director, Community Services



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David G. Linkie  
Chief Administrative Officer

Personnel designated for continuance: Senior Planner, Current Operations

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Appendix A

File 48T-09104

Plan of Subdivision – North Bay Jack Garland Airport

- 1) That this approval expires five (5) years from the date of approval shown by the “Draft Plan Approval Stamp” on the face of the draft plan. If there is an appeal to the Ontario Municipal Board under section 51 (39) of the *Planning Act*, the five (5) year expiration period does not begin until the date of the order of the Ontario Municipal Board issued in respect of the appeal or from the date of a notice issued by the Board under section 52(51) of the *Planning Act*.
- 2) This Draft Approval applies to the Plan of Subdivision prepared by Rick Miller, OLS of Millier and Urso Surveying Inc. as shown on the attached Schedule A dated May 31, 2011 which is comprised of 13 Blocks for future development.
- 3) That all streets on the Plan of Subdivision be named to the satisfaction of the City of North Bay.
- 4) That the road allowance included in this Draft Plan shall be dedicated as public highways.
- 5) That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
- 6) That prior to Final Approval:
  - a) a Stormwater Management Plan shall be undertaken by a professional engineer with respect to the Subdivision describing best management practices and appropriate measures to maintain quality storm runoff, both during and after construction; and
  - b) The Stormwater Management report shall also address any slope stability or any hydrogeological issues associated with this development
  - c) Any recommendations forthcoming from the Stormwater Management Study shall be incorporated into the final Subdivision site design and implemented to the ongoing satisfaction of the Municipality.
- 7) That the City obtain full engineering drawings showing the provision of full municipal services including storm, sanitary sewers, water and full curb section, prepared by a qualified engineer, to the satisfaction of the City of North Bay.
- 8) That all development proposals will be required to meet all NavCanada regulations around airports.
- 9) Where a residential use is proposed, a noise and vibration study would be required prior to development and owners or lessee’s of land will be notified on title or within

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their lease agreement of the potential noise impacts from the abutting airport use.

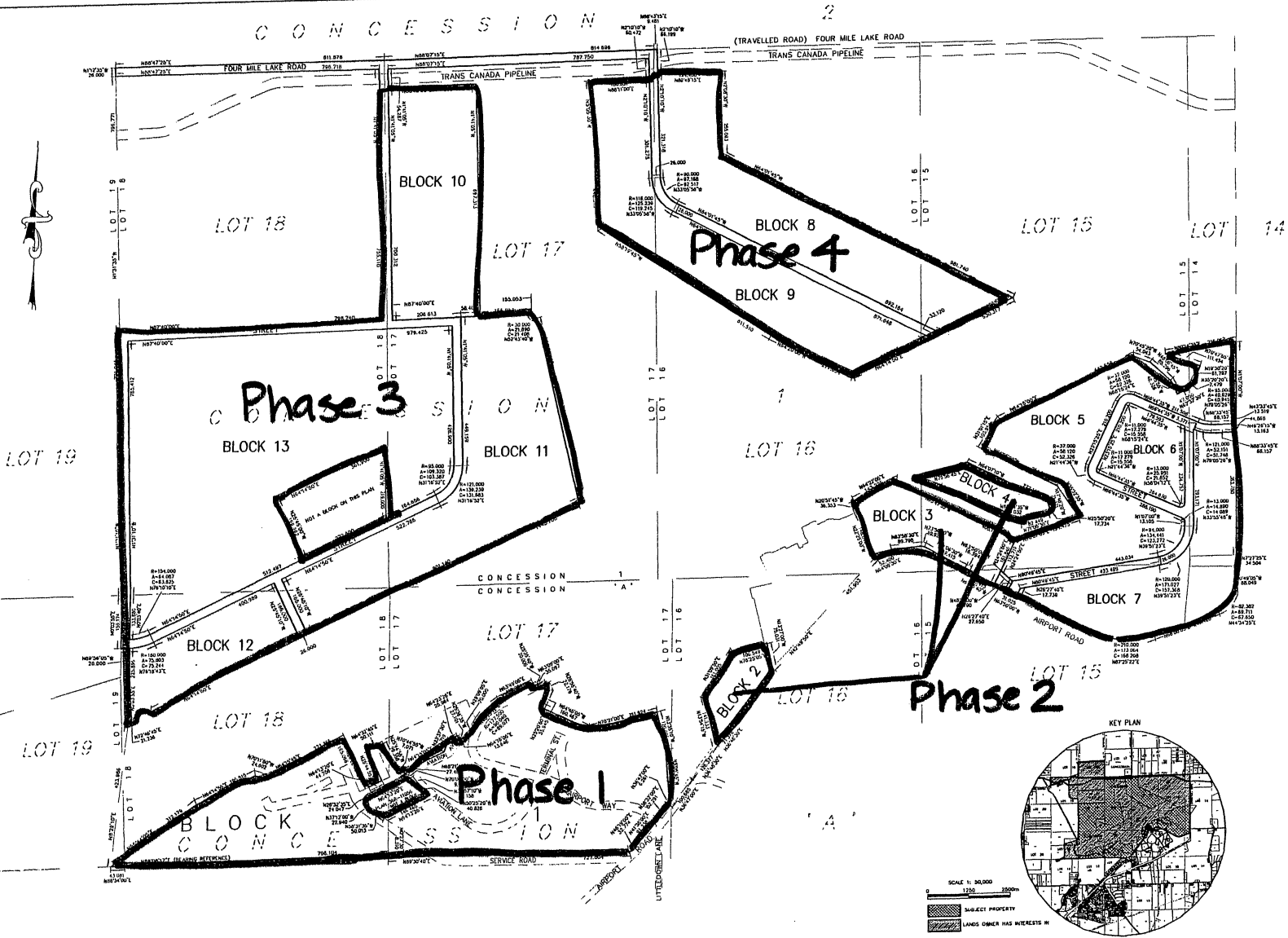
- 10) Prior to Final Approval of Phase 3, being in the area of Chippewa Creek, the Chippewa Creek Watershed Management Plan shall be updated in conjunction with the North Bay-Mattawa Conservation Authority to reflect the full build out of the Airport Property.
- 11) Prior to Final Approval of Phase 4, being in the area of Doran's Creek, a subwatershed management plan shall be prepared for this area. The plan should be designed to recognize the inter-relationships among environmental, social and economic factors.
- 12) That all developments within 200m of the TransCanada Pipeline shall ensure that:
  - a) All permanent structures and excavations shall be located at least 7m from the limited of TransCanada's right-of-way. Accessory structures and lots with side yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limit of the right-of-way.
  - b) All other standard conditions for work within proximity to the TransCanada pipeline shall be adhered to by any developer of the subject property.
- 13) That prior to Phase 3, 4 or the future extension of Four Mile Lake Road:
  - a) A traffic impact study be completed in accordance with Ministry of Transportation standards and requirements to assess the traffic impacts at the intersections of Marsh Drive and Highway 11, Airport Road and Highway 11, and of Four Mike Lake Road and Highway 63, as a result of connecting Four Mile Lake Road to Marsh Drive
  - b) Arrangements be made to the mutual satisfaction of the Ministry of Transportation and the City of North Bay for any Highway improvements made necessary by the connection of Four Mile Lake Road to Marsh Drive.
- 14) That the owner agrees to provide locations for centralized mail delivery acceptable to Canada Post Corporation or other alternative systems as may be normally required by Canada Post.
- 15) That development charges be imposed in accordance with the current applicable Municipal Development Charges By-law.
- 16) That before City Council's Final Approval is given, the Council shall be advised in writing by Canada Post Corporation how Condition No. 14 has been satisfied.

NOTES

- 1) We suggest you make yourself aware of the following:
  - a) Section 143(1) of The Land Titles Act, R.S.O. 1980 as amended, which requires all new plans to be registered in a land titles system.
  - b) Section 143(2) allows certain exceptions.
- 2) Prior to any construction, a Fill, Construction and Alteration to Waterways Permit may be required from the North Bay-Mattawa Conservation Authority. A portion of the subject lands are within an area regulated by the North Bay-Mattawa Conservation Authority under Ontario Regulation 162/90. This regulation is pursuant to Section 28 of the Conservation Authorities Act of Ontario.
- 3) An electrical distribution line operating below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 – Proximity – of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on wood poles supporting conductors stating "*Danger – Overhead Electrical Wires*" in all locations where personnel and construction vehicles might come in close proximity to the conductors.
- 4) The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).



# SCHEDULE B



DRAFT PLAN OF SUBDIVISION OF  
PART OF LOTS 14, 15, 16, 17 AND 18  
CONCESSION 1  
AND PART OF LOTS 14, 15, 16, 17, 18 AND 19  
CONCESSION 'A'  
TOWNSHIP OF WDDFIELD  
NOW IN THE  
CITY OF NORTH BAY  
DISTRICT OF NIPISSING

0 100 200 300m  
SCALE 1 : 5000  
MILLER & URSO SURVEYING INC.

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT
- A) AS CERTIFIED ON FACE OF THE PLAN
  - B) AS SHOWN ON THE FACE OF THE PLAN, ALL ROAD DEEDS METRES IN BOTH
  - C) AS SHOWN ON THE FACE OF THE PLAN
  - D) BLOCKS 1 TO 13 - RESIDENTIAL
  - E) TO THE NORTH OF BLOCKS 1, 2, 3, 4 AND 5 - NORTH BAY AIRPORT HIGHWAY, BEING AIRPORT ROAD
  - F) TO THE SOUTH OF BLOCKS 1, 2, 3, 5 AND 7 - MANICALLY DRENCH AND MAINTAINED YEAR ROUND STREET BEING AIRPORT ROAD
  - G) TO THE EAST OF BLOCKS 5 AND 7 - MANICALLY DRENCH AND MAINTAINED YEAR ROUND STREET BEING AIRPORT ROAD
  - H) TO THE SOUTH OF BLOCKS 6, 11 AND 12 - NORTH BAY AIRPORT HIGHWAY
  - I) TO THE EAST OF BLOCKS 10 AND 13 - NORTH BAY AIRPORT HIGHWAY
  - J) TO THE WEST OF BLOCKS 10 AND 13 - NORTH BAY AIRPORT HIGHWAY
  - K) AS SHOWN ON THE FACE OF THE PLAN
  - L) MANICALLY DRENCH AND OPERATED PIPED WATER SYSTEM
  - M) NON-CALCULATED SAND OR GRAVEL SAND OUTLETS WITH TIE AND GRANULEY MATERIALS AND HIGH-DENSITY POLYETHYLENE SAND DRAIN TIE MATERIALS
  - N) MANICALLY DRENCH AND OPERATED PIPED WATER AND SANITARY SEWER SYSTEMS, INCLUDING STORM WATER MANAGEMENT SYSTEMS, INCLUDING FLOOD, SOIL, WINDS, POLICING, SNOW REMOVAL, ROAD MAINTENANCE, HYDRO, GAS AND TELEPHONE SERVICES.
  - O) THERE ARE CALCULATED MEETING THE PROPERTY CHAINS BY THE PROPOSED DRAFT PLAN.

BLOCK	INTENDED USE	NUMBER OF UNITS	AREA (HECTARES)
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	RESIDENTIAL	13	279.0555
	STREETS		25.8400
TOTALS			304.8955

**SURVEYOR'S CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

MAY 31, 2011  
NORTH BAY, ONTARIO  
B. S. BELLE  
ONTARIO LAND SURVEYOR  
SIGNED IN ASSISTANCE WITH ME  
ONTARIO LAND SURVEYORS

**OWNER'S CERTIFICATE**  
I HEREBY CONSENT TO FILING OF THIS DRAFT PLAN FOR DRAFT APPROVAL.

MAY 31, 2011  
NORTH BAY, ONTARIO  
AL WOODWARD - MAYOR  
CITY OF NORTH BAY  
MAY 31, 2011  
NORTH BAY, ONTARIO  
CATHERINE CORRAD - CLERK  
CITY OF NORTH BAY

**BEARING NOTE**  
BEARINGS ARE GRID AND ARE REFERRED TO PART OF THE SOUTH LINE OF LOT 19, AS SHOWN ON DEPOSITED PLAN 301-10-26, HAVING A BEARING OF N08°01'17"E.

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

MILLER & URSO SURVEYING INC.  
Ontario Land Surveyors & Canada Land Surveyors  
Planning Consultants  
100 DE MARCO STREET  
NORTH BAY ON P1B 8J4  
TEL: (705) 479-1370  
FAX: (705) 479-1353  
DRAWN BY: C.A.L. FIELD  
CHECKED BY: M.S.M. BOKE ORDER NO. 2207

Phase 1 = Block 1  
Phase 2 = Blocks 2, 3, 4, 5, 6, 7

Phase 3 = Blocks 10, 11, 12, 13  
Phase 4 = Blocks 8, 9

## ITEMS REFERRED BY COUNCIL FOR A REPORT

<u>DATE</u>	<u>ITEM</u>
March 29, 2005	Backflow Prevention Program survey of all industrial, commercial and institutional buildings <b>(due September 2005)</b> .
July 11, 2005	Cost estimates for safety improvement to the intersection of Laurentian Avenue and Trout Lake Road.
April 28, 2008	Ways to assist the hospitals with making further appeals to the Province for financial assistance with the infrastructure cost increases.
September 21, 2009	Review, update and consolidation of Noise By-Law <b>(due June 30, 2010)</b> .
March 8, 2010	Comprehensive Long-Term Financial Plan <b>(due April 30, 2010)</b> .
May 3, 2010	Track the net financial benefits created through increased assessment as a result of the Airport Industrial Community Improvement Plan sites being developed.
June 28, 2010	On completion of Tender 2010-74 (Lakeshore Drive Outdoor Sports Complex Phase V - Completion of fields and associated appurtenances), a summary of the total cost of the project and funding sources.
December 30, 2010	Quarterly report on progress of WSIB appeal, error corrections and cost projections for 2011.
January 24, 2011	Comprehensive review of City owned Lake Nipissing accesses.