



Agenda for Council for the Town of Parry Sound

Regular Meeting of Parry Sound Council

November 19, 2024

Every effort has been made to ensure that the documents produced by the Town of Parry Sound included in this Council Agenda, are AODA compliant. (*Accessibility for Ontarians with Disabilities Act*). Third party documents included in this Council Agenda may not be AODA compliant, but alternate formats are available upon request at the Town Office at 705-746-2101.

The Corporation of The Town of Parry Sound

Council Meeting Agenda November 19, 2024

This meeting will be live streamed, recorded and available on the internet by visiting the Town of Parry Sound's website at www.parrysound.ca.

Council Meeting Agenda - November 19, 2024

7:00 PM, Parry Sound Council Chambers 52 Seguin St. Parry Sound, 6:15 PM Closed

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Closed Meeting Resolution

Prior to the Regular Meeting, Council will adjourn to a meeting closed to the public per the following resolution.

Resolution 2024 - 179

That pursuant to Section 239(2) of the Municipal Act, R.S.O. 2001, Chapter 25, as amended, the Council of the Corporation of the Town of Parry Sound move to a meeting closed to the public in order to address a matter(s) pertaining to:

d) labour relations or employee negotiations (**CUPE Local 17 Grievance**)

1. Agenda and Minutes Review, Pecuniary Interest

1.1 Land Acknowledgement

1.2 Presentations/Announcements

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1.3 Additions to Agenda

1.4 Prioritization of Agenda

1.5 Adoption of Agenda

That the Council agenda for November 19, 2024 be approved as circulated.

1.6 Disclosure of Pecuniary Interest and the General Nature Thereof

1.7 Adoption of Minutes

That the Minutes from the Regular Council meeting held November 5, 2024 be approved as circulated.

2. Public Meeting

2.1 Z/24-03 – Belvedere Heights (21 Belvedere Ave)

Council will hold a public meeting to consider a proposed Zoning By-law amendment under Section 34 of the Planning Act. The purpose of the proposed Zoning By-law amendment is to facilitate an expansion of the existing Long Term Care Facility located on the subject lands

The effect of the proposed Zoning By-law amendment will be to rezone the subject lands from the existing zone of Special Provision 26.39 (Residential Second Density Zone – R2) to Special Provision 26.140 (Residential Second Density Zone – R2).

Special Provision 26.140 is proposed to include the following provisions:

- Permit 123 Long-Term Beds instead of the existing 101;
- Permit an Exterior Side Yard setback of 0.65 metres instead of the required 6.0 metres; and
- Permit a Lot Coverage of 36.20% instead of the permitted 30%.

3. Questions of Staff

4. Correspondence

4.1 Anna Dabek - Request to Amend Cemetery By-law to permit decorations on columbarium niches.

4.2 Stephen Heder - Letter and Petition requesting snow plowing on west side of Church Street between McMurray and Rosetta.

4.3 Nadine Hammond, Manager/Curator, West Parry Sound District Museum - Request for forgiveness of remaining principle on loan made in 2001.

5. Deputations

5.1 Chamber of Commerce - 2025 Funding Request

6. Mayor & Councillors' Reports

7. Ratification of Matters From Closed Agenda

8. Consent Agenda

9. Resolutions and Direction To Staff

9.1.1 2024 Santa Claus Parade - Rationale for One Year Route Change

Spokesperson: April McNamara, Manager of Parks & Recreation

Jayne Young, Community Recreation Programs Coordinator

Resolution 2024

That Council confirm the 2024 Santa Claus Parade Route, attached as schedule A.

9.2.1 Defibrillator Purchase

Spokesperson: Dave Thompson, Director of Development and Protective Services

Resolution 2024

That upon the recommendation of the EMS Advisory Committee, Council approves the replacement of 17 in-ambulance defibrillators, and

That the Town Procurement Bylaw be waived to allow for a sole source purchase of Zoll defibrillators in the amount of \$561,948.28 + HST through Zoll Canada utilizing the best price available being primarily a piggyback clause on a County of Simcoe RFP with the purchase to be funded from the EMS Surplus Reserve.

9.2.2 Parry Sound Road Allowance Sale to The Gardens

Spokesperson: Jeremy Rand, Manager of Planning, Development & Protective Services

Resolution 2024

WHEREAS the Town has been approached by the Gardens of Parry Sound to acquire a portion of the unused town owned road allowance adjacent to their property on College Drive;

AND WHEREAS the Gardens of Parry Sound has indicated it is their desire to purchase the property for the purpose of construction of two new buildings that would accommodate student housing as well as a retirement residence;

AND WHEREAS Council had previously authorized the stopping up and closing of this road allowance in 2017, however the process was not finalized;

AND WHEREAS there is a need for more housing of all types in the Town of Parry Sound; and

WHEREAS the owners of the Gardens of Parry Sound have previously demonstrated their commitment to building and operating a Retirement Residence in Town;

NOW THEREFORE BE IT RESOLVED THAT staff be directed to proceed with the following:

1. Stopping up and closing the municipal road allowance described as Part 1, Plan 42-21064; and
2. That staff begin the process of drafting an Agreement of Purchase and Sale for a direct sale to the adjacent owner with the following provisions:
 - That the lands be rezoned to permit the proposed uses;
 - That following the rezoning the lands be formally appraised to determine the sale price;
 - That the lands be developed and building permits be issued for a seniors residence and student residences within 5 years of the lands changing ownership, otherwise the lands will revert back to the Town of Parry Sound; and
 - That all costs associated with the closing of the road allowance and processing of the sale of these lands be borne by the purchaser.

9.2.3 Recognizing 74 James Street as a property of Cultural Heritage Value or Interest

Spokesperson: Jeremy Rand, Manager of Planning, Development & Protective Services

Resolution 2024

WHEREAS 74 James Street (Parry Sound Post Office) has been listed on the Directory of Federal Real Property as available for housing development;

AND WHEREAS the status of the federal listing is "Open for Feedback";

AND WHEREAS The Parry Sound Post Office was built in 1932 and Council recognizes that the property is of cultural heritage value to the Town of Parry Sound;

AND WHEREAS staff have consulted on the matter, and it was determined that a heritage designation would have no authority for a property under Federal ownership;

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AND WHEREAS there is an opportunity to prepare the prerequisite information to designate the property soon after the property goes into private ownership;

AND WHEREAS it is appropriate to advise the Federal Government and Canada Post Corporation of the importance of the cultural heritage of the iconic building to the Town and Council's desire to protect the Post Office; and

AND WHEREAS in order to provide some level of interim protection, that the property be included on the Municipal Register.

THEREFORE BE IT RESOLVED THAT:

The Municipal Register be amended to include the Post Office Property at 74 James Street and that notice be served to the property owner;

AND THAT Staff be directed to prepare the necessary background information for a future Designation By-law under Section 29 of the Ontario Heritage Act once the property is transferred to private hands; and

AND THAT this resolution be forwarded to MP Scott Aitchison and MPP Graydon Smith.

9.3.1 Canada Post and Other Federal Services in Parry Sound

Spokesperson: Clayton Harris, CAO, Administration

Resolution 2024

WHEREAS 74 James Street (Parry Sound Post Office) has been listed on the Directory of Federal Real Property as available for housing development;

AND WHEREAS the status of the federal listing is "Open for Feedback";

AND WHEREAS Parry Sound's Post Office is a district sorting and distribution hub;

AND WHEREAS there are other important government services provided in the building;

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AND WHEREAS the services offered by Canada Post and the other government agencies are important to the businesses and residents in West Parry Sound; and

AND WHEREAS the employment created through the provision of these services is important to the local economy:

THEREFORE BE IT RESOLVED THAT:

In response to the federal government's request for feedback, the federal government and Canada Post Corporation be advised that the Town of Parry Sound strongly supports Canada Post services, the services offered by Service Canada out of 74 James Street and that the associated jobs remain in the Town of Parry Sound;

AND THAT this resolution be forwarded to the other six (6) area municipalities that together comprise West Parry Sound; and

AND THAT this resolution be forwarded to MP Scott Aitchison and MPP Graydon Smith.

9.3.2 Renaming a Section of Parry Sound Drive

Spokespersons: Clayton Harris, CAO; Mike Kearns, Director of Public Works

Dave Thompson, Director of Development and Protective Services

Jeff Thom, Economic Development Officer

Resolution 2024 -

That the award of the RFP for the renaming of the section of Parry Sound Drive be awarded to Connor Industries for their bid of \$50,000;

That the section of Parry Sound Drive be renamed Connor Drive;

That the Town advance the net proceeds, estimated at \$30,000 to the Recreation and Cultural Centre Municipal Joint Services Board; and

That staff prepare the agreement between Connor Industries and the Town of Parry Sound.

9.5.1 Request Province Absorb Cost of OPP in Provincial Budget

Spokesperson: Mayor McGarvey

Resolution 2024 -

That the Council of the Corporation of the Town of Parry Sound hereby supports the attached Town of Midland's Resolution calling upon the Ontario Government to immediately implement sustainable funding for small urban municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities; and

That the OPP Billing Model be referred to the Auditor General for review; and

That this resolution be forwarded to Premier Doug Ford, Solicitor General Michael Kerzner, Minister of Finance Peter Bethlenfalvy, The Office of the Auditor General of Ontario, the Association of Municipalities of Ontario (AMO), Ontario Small Urban Municipalities (OSUM); Parry Sound-Muskoka MPP Graydon Smith, and the Town of Midland.

9.5.2 Bid to Host FONOM in 2027

Spokesperson: Mayor McGarvey

Resolution 2024 -

That Council ratifies the attached application to host the 2027 FONOM Conference in Parry Sound as submitted by the application deadline of Friday, November 15, 2024.

9.5.3 Provincial Oral Health Strategy

Spokesperson: Mayor McGarvey

Resolution 2024 -

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That Council of the Corporation of the Town of Parry Sound hereby supports the attached North Bay Parry Sound District Board of Health Resolution regarding recommendations for Provincial Oral Health Strategy, and specifically requests that

- a) the Ministry of Health develop a provincial oral health strategy that includes a remuneration model for dentists designed to promote equitable access to basic preventive and treatment dental services throughout the province (whether delivered privately or in concert with public organizations); and
- b) the Ministry of Health undertake an evaluation of the current funding model for Oral Health services to inform the above-recommended provincial oral health strategy; and

That this resolution be forwarded to Premier Doug Ford, Minister of Health Sylvia Jones, Chief Medical Officer of Health Kieran Moore, Nipissing MPP Victor Fedeli, Parry Sound-Muskoka MPP Graydon Smith, Timiskaming-Cochrane MPP John Vanthof, President and CEO of Public Health Ontario Michael Sherar, Ontario Boards of Health, the Association of Local Public Health Agencies (alPHa), the Association of Municipalities of Ontario (AMO), and the District of Parry sound Municipal Association.

9.5.4 Opposition to Bill 212 Re Provincial approvals for Bike Lanes

Spokesperson: Mayor McGarvey

Resolution 2024 -

Whereas Ontario Government Bill 212, *Reducing Gridlock, Saving You Time Act, 2024* proposes to enable provincial approval for new bike lanes on municipal roads requiring removal of a traffic lane; and for existing ones, where a traffic lane was removed; and

Whereas municipal governments are best positioned with legislated guidelines and regulations for determining road design in their communities; and

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Whereas requiring the aforementioned provincial approval regarding bike lanes, adds an unnecessary and wasteful bureaucratic and financial burden to the process of road design; and

Whereas the Ontario Medical Association through their attached policy paper titled *Enhancing cycling safety in Ontario* identify the benefits of bicycling;

Now Therefore the Council of the Corporation of the Town of Parry Sound does hereby object to aspects of Bill 212 which would enable provincial approval for new bike lanes on municipal roads requiring removal of a traffic lane; and for existing ones, where a traffic lane was removed; and

That this resolution be submitted to the Province's public consultation portal, with copies sent to Premier Doug Ford; Minister of Transportation Prabmeet Sarkaria, Parry Sound-Muskoka MPP Graydon Smith, the Association of Municipalities of Ontario (AMO), the Ontario Small Urban Municipalities (OSUM) and the Federation of Northern Ontario Municipalities (FONOM).

10. By-laws

10.2.1 Amendments to the Parking and Traffic Control By-law

Spokesperson: Allison Kreuger Municipal Law Enforcement Officer,

By-law 2024 - 7454

Being a By-law to amend the Parking and Traffic Control By-law 2019-6912.

10.2.2 Zoning By-law Amendment - Z/24/03 - 21 Belvedere Avenue (Belvedere Heights)

Spokesperson: Jeremy Rand, Manager of Planning, Development & Protective Services

By-law 2024 - 7455

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Being a By-law to amend By-law No. 2004-4653 (The Zoning By-law), as amended, for 21 Belvedere Avenue (Belvedere Heights), legally described as Lot 1, East Side of Belvedere Ave and Part 2, East Side of Belvedere Ave, Plan 121; Part of Hotel Grounds, Northeast Side of Belvedere Ave, Plan 137 and Part of Lot 1, West Side of Bayview Road, Lot 2, West Side of Bayview Road, Plan 121 in the Town of Parry Sound.

10.5.1 Confirming By-law

By-law 2024 - 7456

Being a By-law to confirm the proceedings of Council.

11. Adjournment

Personal Information collected in Section 2. Public Meeting, Section 4. Correspondence and/or Section 5. Deputations is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), Section 21. (1) c and will be used to create a record available to the general public.



**The Corporation of the Town of Parry Sound Notice of a Complete Application and Public Meeting Concerning a Proposed Zoning By-law Amendment
Z/24-03 – BELVEDERE HEIGHTS (21 Belvedere Ave)**

Take notice that the Council of the Corporation of the Town of Parry Sound will hold a public meeting on **Tuesday November 19, 2024 at 7:00 p.m.** in Council Chambers at the Town of Parry Sound's Municipal Office, 52 Seguin Street (Gibson Street entrance) to consider a proposed Zoning By-Law Amendment under Section 34 of The Planning Act, as amended.

The application was submitted in order to facilitate an expansion of the existing Long Term Care Facility located on the subject lands.

The zoning amendment application proposes to rezone the subject lands from the existing zone of Special Provision 26.39 (Residential Second Density Zone – R2) to Special Provision 26.140 (Residential Second Density Zone – R2).

Special Provision 26.140 is proposed to include the following provisions:

- Permit 123 Long-Term Beds instead of the existing 101;
- Permit an Exterior Side Yard setback of 0.65 metres instead of the required 6.0 metres; and
- Permit a Lot Coverage of 36.20% instead of the permitted 30%.

Any person may make a submission in support of, or in opposition to, or ask a question regarding the proposed Zoning By-law Amendment. Written submission can be made to the Planning Department by emailing Planning@parrysound.ca . Please ensure that all written submissions include your name and contact information.

Members of the public do not have the right to appeal the decision; only the applicant, the property owner, the Minister of Municipal Affairs and Housing, a specified person under the Planning Act or public body that has an interest in the matter, may appeal the decision.

Notwithstanding the above, subsection 34(19) of the Planning Act defines the parties that are eligible to appeal the decision to the Ontario Land Tribunal.

If you wish to be notified of the decision of the Town of Parry Sound on the proposed Zoning By-law Amendment, you must make a written request to the undersigned.

If you are the owner of any land that contains seven or more residential units, please post this notice in a location which is visible to all residents.

Additional Information relating to the proposed Zoning By-Law Amendment is available for inspection between 8:30 a.m. and 4:30 p.m. by contacting:

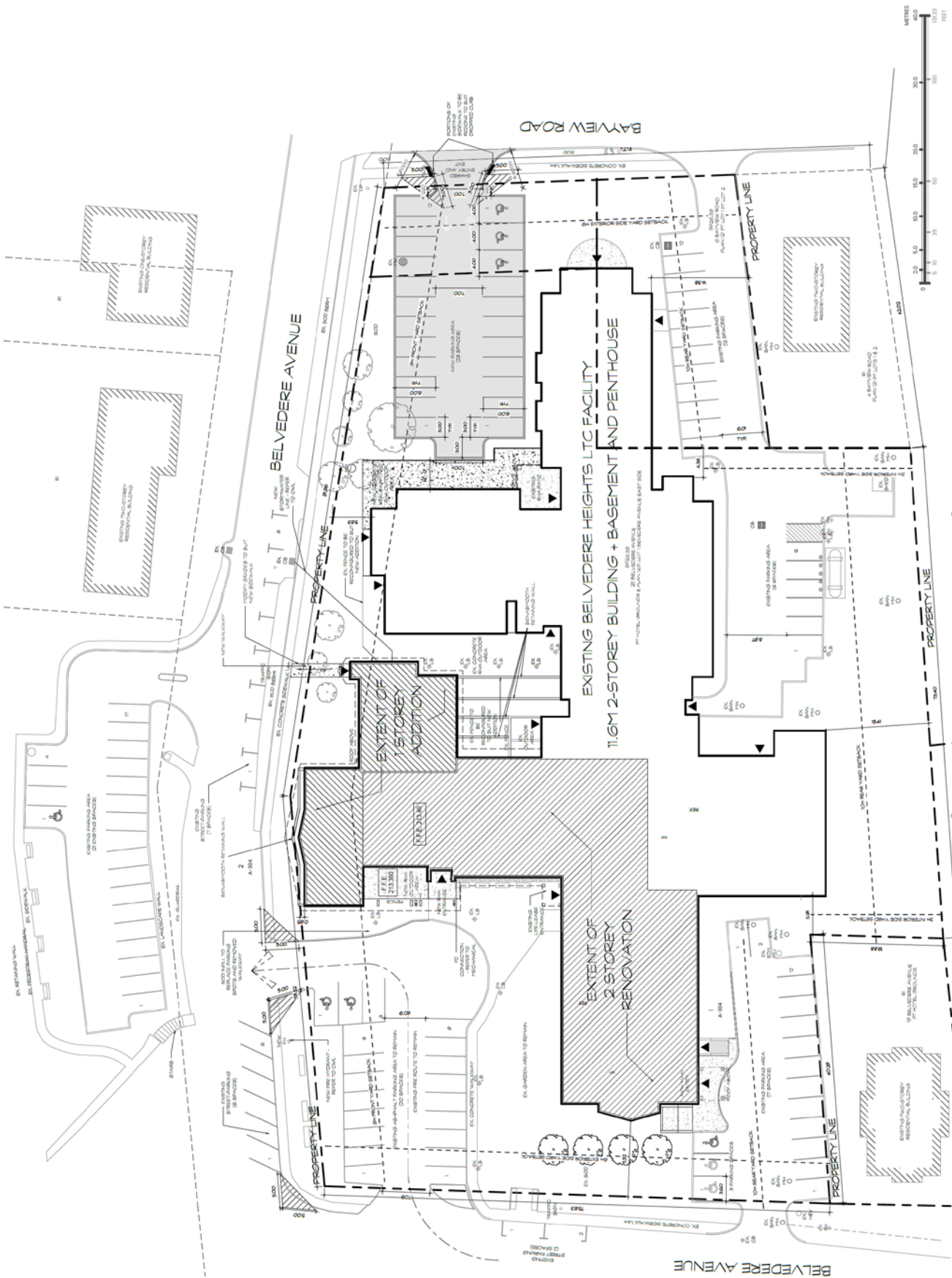
Rebecca Johnson Clerk/Executive Assistant
52 Seguin Street Parry Sound, ON P2A 1B4
T. (705) 746-2101 x220
F. (705) 746-7461
RJohnson@parrysound.ca

Dated at Parry Sound this **29th day of October, 2024**

Location Map:



Proposed Development:



From: [Mike Kearns](#)
To: [Rebecca Johnson](#)
Cc: [Summer Rozon](#)
Subject: Fw: Request to Amend Columbarium Decoration Bylaw
Date: November 12, 2024 6:38:53 AM

Mike Kearns
Director of Public Works.
Town of Parry Sound
(705) 746-2101 x217

From: anna dabek <adabek2015@gmail.com>
Sent: Monday, November 11, 2024 4:37:33 PM
To: Mike Kearns <mkearns@parrysound.ca>
Subject: Request to Amend Columbarium Decoration Bylaw

Dear ParrySound Council,-Mr.Kearns

I am writing to respectfully disagree with your statement” Columbarium are designed to be uniform”. In fact, Columbariums Around the world, Including in Ontario, Are often decorated according to the preferences of the owners, rather being strictly uniform.

Decoration should be a matter of personal choice, And I believe this should be respected ,without requiring consultation wth the Town Council

I understand that the Bailo you shared with me apply to certain situations, But it seems not all columbarium wishes are subject to the same rules.

For instance, I am attaching a photo of a decorated dish with a butterfly that has been in a place for a long time without issue.

In contrast, Every time I put a small flower on my husbands niche, it is removed.

I believe there are many people who would appreciate the opportunity to decorate their loved ones niches if it given the option.

Therefore, I would like to propose a revision to the current by law that allow owners the right to decorate their delicious if they choose to do so.

Respectfully request that this proposal be discussed and supported by the Town Council.

Thank you for the time and consideration.

Sincerely Anna Dabek

2 I attachments of niches

Nov 14
October 31, 2024

To Mayor and Council of Parry Sound

Jamie McGarvey, Mayor; George Ashford, Councilor, Joe Beleskey, Councilor; Paul Bornemann, Councilor; Bonnie Keith, Councilor; Doug McCann, Councilor; Chris McDonald, Councilor, *Mike Kearns, Public Works*

Re: Request to plow the west side of Church Street in winter between McMurray and Rosetta

In wintertime when the snow is heavy, those of us who live on the west side of Church Street face a major safety hazard because the Town ceased plowing the sidewalk a couple of years ago.

In November 2022, a "Sidewalk Closed" sign appeared in the "forties" block of Church Street near Rosetta. There had been no previous notice that the sidewalk was to be closed.

When Mr. Kearns of Public Works was contacted, he explained that the sidewalk was in poor repair and that it really wasn't a sidewalk but a "path". He gave the impression this was a temporary closure until the existing sidewalk could be repaired. An email to Mr. Kearns dated June 5, 2023 asking when the repairs would be completed so snowplowing could resume went unanswered.

One family in that block had moved to Church Street in 2008 and regularly used the sidewalk to walk down to the Library and James Street. They would usually never cross to the east side of Church Street, since the street is very busy at that point and approaching northbound vehicles could not be seen from a safe distance because of the hill at McMurray. They always walked on the west sidewalk until they reached McMurray Street and crossed when they could safely see traffic travelling north and south on Church, and drivers could see them. Only then would they cross to the east sidewalk of Church Street. Anywhere else was unsafe.

Mr. Kearns shared with us a copy of the September 6, 2022, Public Works' Recommendation to Council to "... discontinue winter maintenance of the West Side of Church St. from approximately #18 Church Street to the crosswalk at Rosetta St .." We found the reasoning covering the safety of walkers was puzzling. Pedestrians were encouraged to use the lighted/controlled pedestrian crossings located at Rosetta/Church and Waubeek/Church "to ensure users have a safe corridor for use". This is not logical. To reach those safe crossing points, pedestrians would have to walk on the unplowed west side of Church Street or on the street pavement itself before they could reach these safe crossing points. An unplowed sidewalk is unsafe for many, and both unsafe and impossible to navigate for seniors and those with mobility challenges.

By not plowing the sidewalk, the Town has created a situation where pedestrians are more likely to cross mid-block. People will **not** walk unplowed sidewalks to reach a safe crossing area. In winter, they will cross mid-block on this very busy section of Church Street. This is dangerous even in summer, but especially so in winter. The danger is increased for the crossing pedestrian if a vehicle suddenly appears at the top of the McMurray/Church hill, and the pedestrian needs to run on icy, wet, or snow-covered pavement to avoid the oncoming vehicle. The pedestrian cannot see the vehicle in time. The driver cannot see the pedestrian in time. This is a perfect situation for a pedestrian and vehicle accident that could have life-altering consequences.

Many people use the west Church sidewalk. The post office delivers mail to houses, and in winter, postal workers are forced to walk through unplowed snow or on Church Street itself. The pickup of recycling

blue bins and garbage is made more difficult by unplowed snow. For who live on the west side of Church and attend St. Peters, an unplowed sidewalk is a problem. For those who get their exercise by walking downtown or to the Library or Market Square Park, walking is made more difficult and unsafe. For those who use a cane or a walker, a crossing is perilous.

For generations the west side of Church Street had sidewalk. Some people would have purchased their home in town, glad of the sidewalk, and willing to pay taxes for this benefit. Two years ago, we were told it wasn't a sidewalk anymore, but a "path". We are not aware of any reduction of taxes for the loss of a sidewalk and a decrease in walking safety.

Church Street is a major thoroughfare in this town with three lanes of fast-moving traffic and a hill at McMurray Street that obscures sightlines. Neither alternative for reaching the plowed east sidewalk is safe. Those alternatives are attempting to reach a pedestrian crossing by struggling through an unplowed path and/or walking on the street itself, or crossing Church Street mid-block.

There might be a small reduction in cost if the Town does not do winter maintenance on this sidewalk, however the cost saving is surely minimal compared to the risk of a life-changing injury or loss of life if the west sidewalk remains unplowed in winter.

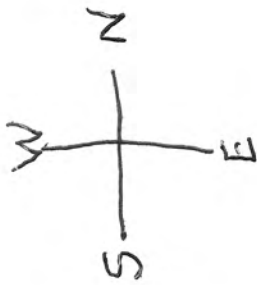
We recognize that due to some changes to the west side of Church Street near McMurray Street, certain parts of the west Church sidewalk are so narrow that those sections can't be plowed easily. Excluding these particular sections, we request that the west side sidewalk of Church Street be plowed in winter.

We, the undersigned residents of Church Street, west side, request that the west sidewalk of Church Street be plowed in winter

- Stephen Heder, 40 Church St, 705-774-9109
theheders@vianet.ca
- Don & Tanya Scott 42 Church St 705-774-1709
- Ghislain Harris & Emily Fells 38 Church St. 705-938-1233
- BRIAN ARCHER 1-46 CHURCH 705-774-1373
Kenn Arnold 3-46 CHURCH 705-346-0882
- Lucy & Marc on 2-46 Church St 705-938-4013
- Susan Heder 40 Church Street 705-773-9253
- Tim Gallucci 1-34 Church Street 416-464-1836
- SYBIL & SKY 44 Church St. Apt #3
- Craig Kitcher 36 Church St 705-746-5949
- Jessie Kitcher 36 Church St 705-746-5949
- Michaela David & Connor Scott 42 Church St (938)-1313

cc to Mayor & Council
Public Works

Street Contact : Stephen Heder, 40 Church St. Perry Sound. P2A1Y5
705 774 9109 theheders@vianet.ca



A
B.

If unplowed, west sidewalk becomes inaccessible for walkers to reach safe crossing at lights or intersection.



Hill

unsafe to cross midblock due to hill which hides north bound traffic.



The West Parry Sound District Museum
17 George Street P.O. Box 337
Parry Sound, ON P2A 2X4 Canada
Phone: (705)746-5365

Tuesday, December 12, 2023

Town of Parry Sound
52 Seguin St.
Parry Sound, ON P2A 1B4

Re: Forgiveness of Loan

To Mayor McGarvey and Council,

The on behalf of the West Parry Sound District Museum, I would like to respectfully request, that the Town of Parry Sound forgive the remaining principle (approximately \$8,000) on the loan made to the Museum in 2001.

Originally \$25,000 the WPSDM has made efforts to reduce the outstanding funds down to less than \$10,000. However, the increasing interest rates has made this loan more onerous, as the West Parry Sound District Museum works towards becoming more self-sufficient.

Sincerely,

A handwritten signature in black ink, appearing to read "Nadine Hammond". The signature is fluid and cursive, with a large initial "N" and "H".

Nadine Hammond
Manager/Curator
manager@museumontowerhill.com
705-746-5365

Email: info@museumontowerhill.com
www.museumontowerhill.com



Dear Town of Parry Sound Mayor, Council, and staff,

The Parry Sound Area Chamber of Commerce has been a leader in business supports, consulting, and economic development in the area for over 126 years.

Covering the entire West Parry Sound District, we represent businesses from as far north as Pointe au Baril, as far East as Magnetawan, and as far south as MacTier. We provide a valuable service not only to our members, but to local organizations, not for profits, as well as non members and the general public within the entire area.

As a business resource and consultant, we help match entrepreneurs with funding opportunities, grant programs, professional development seminars and sessions, social media advertising and marketing presence, Group Insurance benefits programs, and networking opportunities and connections, to name a few.

We also work as a liaison between business and government to advocate for issues that our Members may be facing or struggling to work through by themselves.

We have helped address tourism initiatives and opportunities this past year with the resurgence of the Cruise ship industry on Georgian Bay, and are continuing to brainstorm, collaborate, and share ideas collectively with businesses to better tap into this new market.

We successfully helped businesses find staff and even housing for their staff and keep an up-to-date record of what may be available for rent in the area and what properties may be available to lease for any business interested in opening here in the Parry Sound area.

Our Manager of Membership Services offers great resource for individuals that wish to learn better social media and marketing skills, and we even help create campaigns and design layouts for free. We are always more than willing to invite people into our office and work with them 1 on 1 to address problems they may be having taking their business to the next level, pivoting their business to find new customers, or adding to their existing customer base.

As we are a not-for-profit entity ourselves, we rely solely on our Memberships, affinity programs, 2-3 fundraising events per year and municipal contributions to help assist our annual operational costs.

Our Board of Directors is a working board which assists our 2 staff members in our long-term strategic plan of helping our Membership, providing Governance, Advocacy issues and Networking events.

We value our partnerships with the municipalities in our area and even have several council members sit on our advisory board of directors. Our advisory board members provide us with valuable updates,

connections, and resources to their community, are a great asset to our organization to help keep us in the loop with what's happening in their municipality.

As we enter our 127th year in operation, our rebuilding process has seen remarkable growth and reach within our community. We currently have close to 270 active members and over 570 email subscribers.

Our monthly newsletter is a valuable resource to our subscribers. This publication not only showcases upcoming events, but also a wide range of grant opportunities, and funding programs. We also like to recognize new Members and celebrate milestones of our existing Members.

We are the voice and many times the face for new businesses as they prepare to launch into the market, and we pride ourselves in helping them reach success and longevity as they build their business.

As you prepare to set your 2025 budget, we ask that you consider a financial contribution of \$7980 to our non-profit organization to help us continue to build a strong business community, support economic development, and help provide outstanding leadership services for our members. I have attached a fairness funding formula sheet to see how we came to the figure in our request.

This contribution, we feel, will help continue to strengthen and grow our business community in 2025.

Thank you so much for your time and consideration and continued support!

Sincerely,

Daryl Glimps

Vice President

Parry Sound Area Chamber of Commerce



Dear Town of Parry Sound Mayor and Council:

Please consider this letter a request to Council to make provision in the 2025 Budget to support the activities of the Parry Sound Area Chamber of Commerce once again.

The Parry Sound Area Chamber of Commerce is the independent, consolidated voice of business for the entire district, and the channel for our collective commercial success. Your support allows us to focus on our mandate to support local businesses through advocacy, education, connections and access to services and benefits, rather than focus on revenue-generating activities.

In the past year we have continued to grow as an organization. Advocacy, membership, and community involvement have been at the forefront of our daily operations. The Chamber has also been forging economic relationships in efforts to attract new business to the area and support them upon establishment in the Parry Sound district.

Our programs and services directly benefit not only the businesses located in your municipality, but in the surrounding municipalities that have a direct impact on your area. We have increased our membership this year, while retaining a high percentage of last year's participants in your municipality. This is a good stride in the confidence that our organization exudes for this municipality, and the surrounding.

It is often difficult for municipalities to determine what level of financial commitment they can justify to organizations. We have a proposal for you to consider that takes into account the level of assessment of each of the seven municipalities as well as the population and the number of chamber members in each respective municipality.

If we take formulae of 1/3, 1/3, 1/3 of the previous mentioned criteria we can achieve proportional funding from each municipality. Total funding request from all seven municipalities is \$21,000. This is just 15% of our annual operating budget. The majority of our operating funds are raised through membership dues, events and commissions. Please see attached proposed funding formula.

We are confident that the businesses within your municipality would benefit greatly by your contributions to allow the chamber to continue to be the voice of, and support for, local business in the Parry Sound Area.

We thank you for your past and continued support and look forward to working with you in our 127th year of service to the community.

Sincerely,
Laurie de Fleuriot, President

Fairness Funding Formulae

Weighted Assessment 10,251,731,290			Amount of Support
Archipelago	2,218,138,156	22%	\$1540.00
Carling	1,093,321,954	11%	\$770.00
McDougall	811,942,119	8%	\$560.00
McKellar	701, 526, 039	7%	\$490.00
Parry Sound	1,065,759,925	10%	\$700.00
Seguin	3,716,469,572	36%	\$2520.00
Whitestone	644,573,525	6%	\$420.00

Members	247 businesses		Amount of Support
Archipelago	4	2%	\$140.00
Carling	8	3%	\$210.00
McDougall	20	8%	\$560.00
McKellar	6	2%	\$140.00
Parry Sound	172	70%	\$4900.00
Seguin	33	13%	\$910.00
Whitestone	4	2%	\$140.00

Population	20,029		Amount of Support
Archipelago	1150	6%	\$420.00
Carling	1491	8%	\$560.00
McDougall	2744	14%	\$980.00
McKellar	1410	7%	\$490.00
Parry Sound	6879	34%	\$2380.00
Seguin	5280	26%	\$1820.00
Whitestone	1075	5%	\$350.00

Using the above formula, the totals for each respective municipality are as follows:

Archipelago	\$2100.00
Carling	\$1540.00
McDougall	\$2100.00
McKellar	\$1120.00
Parry Sound	\$7980.00
Seguin	\$5250.00
Whitestone	\$910.00

For a total of \$21,000



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 13, 2024

Subject:

2024 Santa Claus Parade - Staff Rationale for one year Route Change

TOMRMS File Number:

R06 - Recreational Programming

Spokesperson(s) Name, Title, Department

April McNamara, Manager of Parks & Recreation

Jayme Young, Community Recreation Programs Coordinator

Purpose of Report:

To provide the rationale for the 2024 Santa Claus Parade Route change made by staff to accommodate access and egress to all scheduled events on November 30th.

Resolution 2024

That Council confirm the 2024 Santa Claus Parade Route, attached as schedule A.

Relationship to Strategic Plan:

Core Service? Yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Quality of Life

Background:

The Town of Parry Sound has been managing and operating the Santa Claus Parade in conjunction with the Optimist Club of Parry Sound since the early 2000s. The Town took over the event in its entirety in 2020.

Special Events on Roads applications are administered through Parks & Recreation and approved by the Director of Public Works in consultation with the Director of Development and Protective Services, as Council delegated that authority in 2012.

All plans were in place for the 2024 Annual Santa Claus Parade, the One-of-a-Kind Show at the Stockey Centre and Hospice's Soup for the Soul at the BOCC to take place on Saturday November 30. News broke on social media on October 10th that the CPKC Holiday Train was planning on stopping in Parry Sound for their annual concert and food bank fundraiser on November 30 - at the same time as the Santa Claus Parade - 4:30pm. This news complicated already established plans.

After much discussion with staff and day of event hosting partners, to ensure already planned and scheduled events have the space needed to be safe and successful, the time and route of the Parade was changed for this year only due to the following considerations:

- The Stockey Centre requires their parking lot for the Artisan Show; it is not available for the parade.
- A rolling road closure makes the Stockey Centre inaccessible from noon – 3pm, which would put the viability of their event into question.
- CPKC Holiday Train closes off Avenue Road to vehicles at Waubeek Street to North of the CP Station from noon – 5pm for pedestrian traffic only. Because of the significant amount of interest, the Holiday Train event utilizes all the major downtown parking. This is a major Harvest Share Fundraiser.
- BOCC is hosting Hospice Soup for the Soul 9am – 5pm; there is also regular scheduled Hockey Club programs on the ice.
- A daytime parade through the Downtown would vitally cut off vehicle access to downtown stores.

- The Santa Claus Parade requires a parking lot at the route end, for the coordination and safe departure of participants from floats.

This year, with so much going on, an attempt is being made to avoid traffic congestion in the main arteries of town to allow persons to access, park and participate in all events that are occurring and spread the excitement through town. The route as prepared by staff allows persons to participate and shop locally, while not cutting off access to the Downtown Core and the other pre-existing events as a daytime parade causes obstructions to the flow of traffic, refer to Attachment 1. In previous years, the evening parade started at 4:30pm and hit Downtown at approximately 5pm, when business was not at a peak time and were closing for the day. Impact on business operations was minimal. This year, attempt was made to ensure smooth flowing traffic, so all can win.

Staff have prepared promotions "Parry Sound Holiday Extravaganza", the day's promotion in conjunction with our day of event partners, refer to Attachment 2.

As of Thursday November 11th, the Town has 38 Floats registered for the parade, 12 of which are new participants. All are aware of the route change for 2024, and 2024 only - this level of participation is inline with other years. There has been one (1) float cancel due to the new route.

Nicole Mullen, Manager of the Charles W. Stockey Centre shared the following email:

" The Stockey Centre's largest annual fundraising event, the One-of-a-Kind Christmas Artisan Show, has been a highlight of the last weekend in November for the past eleven years. The 12th Annual One of a Kind Christmas Artisan Show is scheduled for Friday, November 29th, and Saturday, November 30th. Historical data from previous years indicates that the busiest time for the event is Saturday morning, with over 500 attendees typically passing through the doors within the first two hours. Data shows that parking at the Stockey Centre fills up rapidly, with high demand for the main parking lot, the two side lots, and Bay Street angle parking throughout the two days of the show, causing considerable traffic congestion on Bay Street.

Upon learning of the parade time change, we engaged in multiple discussions with Town of Parry Sound parade organizers to find a solution that would accommodate all

events taking place in Parry Sound on Saturday, November 30th. However, the traditional parade route, which requires a rolling road closure of the streets providing access to the Stockey Centre, poses a serious concern for both overall event success and the safety of our attendees. A rolling road closure lasting approximately three hours, coinciding with the peak hours of the show, would disrupt the event and force us to consider difficult options, such as shortening the hours of the show, offering refunds to participating artisans or cancelling the event.

The One-of-a-Kind Christmas Artisan Show is the Stockey Centre's largest fundraiser, requiring extensive staff time and resources. Planning for the event begins 11 months in advance, and it has been promoted for the past seven months. At this stage, altering the event's timing or date is not a feasible option. If the parade route necessitates a rolling road closure of Gibson and Bay Streets, patrons would be unable to access the show for up to 60% of the open hours on its busiest day.

With over 40 artisans participating this year, any disruption caused by the parade would severely impact their ability to showcase their products. These artisans have made significant financial investments in this event, and a loss of exposure would result in considerable disappointment and frustration. A road closure denying access to the event would damage the reputation of the Stockey Centre's Artisan Show.

The proposed new route is the most viable option to ensure that all events, including the One-of-A-Kind Christmas Show, scheduled for Saturday, November 30th, can proceed as safely and successfully as possible. Any alternative route or proceeding with the traditional route would block access to the other scheduled events, creating a disservice to participants, organizers, and the community."

April Denman, Executive Administrator for the DBA shared the following email:

"The DBA Board feels that "it seemingly wouldn't matter if we agreed, disagreed, or had a list of possible alternatives; what's done is done."

Although the DBA Board is not in support of the proposed changes to the Town's Santa Claus Parade route this year, the alternative of closing James Street and others in the downtown core for most of the day is felt to be more of a detriment to what is typically one of the busier holiday shopping days in Downtown.

The Board reiterated the importance of collaboration and consultation; "such important decisions should not be made without council involvement and adequate notice to the DBA. This allows for consultation with our Executive Director and our members, providing enough time to address members' concerns. Although the Santa Claus Parade is not a DBA-organized event, it greatly impacts many DBA members."

The DBA Events, Marketing & Beautification Committee will continue to support downtown businesses into the holiday season with initiatives that encourage visits and commerce to our small businesses."

~April – on behalf of Parry Sound Downtown Business Association's Board of Directors.

Information with respect to changes to the parade route and timing was outlined in a media release issued on October 10th. The media release was directed to specific groups, placed on the Town's Website and distributed through social media, refer to Attachment 3.

Advantages and/or Disadvantages of Staff Recommendation:

- Ensures there is a pathway of travel for residents and visitors, accessing other events and services in Parry Sound
- Ensures safety and security of parade participants

Alternatives: n/a

Cost/Financial Impact:

Included in Current Budget:

Attachments:

Attachment #1: Schedule A 2024 Santa Claus Parade Route

Attachment #2: Parry Sound Holiday Extravaganza Partner Promotions

Attachment #3: October 10, 2024 media Release

Director Approval ____; Date:

CAO Recommendation for Council Approval: Yes

Santa Claus Parade Route Map

For more information visit our website:
www.parrysound.ca/santaclausparade

NEW TIME: 12 pm • Route Change for 2024!





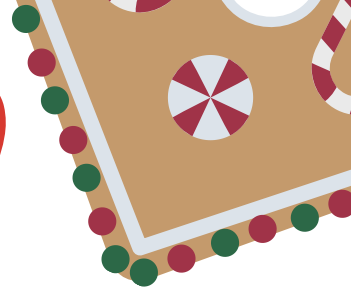
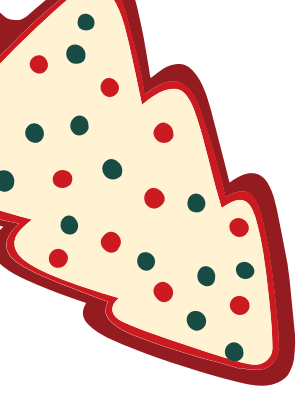
Parry Sound's Holiday Extravaganza

Uniting Joy, Spirit, and Holiday Cheer!

November 30, 2024

Embrace the holiday spirit with a day full of festive activities in the heart of Parry Sound! Mark your calendar and join us for the "Parry Sound's Holiday Extravaganza" Where Joy, Spirit, and Holiday Cheer Connect!





Parry Sound's

Holiday Extravaganza

Uniting Joy, Spirit, and Holiday Cheer!



12th Annual: One of a Kind Christmas Artisan Show at the Stockey Centre: Nov. 29: 2pm-7pm & Nov 30: 10:00am-3:00pm

Explore unique gifts from local artisans, just in time for Christmas shopping. Discover handcrafted items and support local artists by finding your one-of-a-kind treasure.

“I’ll be HOME for Christmas” Santa Claus Parade: 12:00pm

Watch as charming floats and the jolly old Santa himself bring festive cheer to Parry Sound’s streets. A beloved tradition, not to be missed



Soup for the Soul at the BOCC: 12:00pm-3:00pm

Warm up after the Santa Claus Parade with delicious soups at this heartwarming event presented by Hospice Parry Sound. The perfect place to enjoy good company and support a good cause.



CPKC Holiday Train at the CP Station (Avenue Road): 4:30pm

Witness the magical lights and live music performances that accompany the Holiday Train’s festive arrival. A true spectacle of holiday spirit and goodwill!



Downtown Stores will be open for business, welcoming visitors with festive cheer! Stroll, shop, and soak in the seasonal atmosphere! Bring your family & friends for a holiday experience as Parry Sound transforms into a wonderland of seasonal delight





FOR IMMEDIATE RELEASE

Date: October 10, 2024

Contact: Jayme Young

Community Recreation Coordinator, Town of Parry Sound

Email: jyoung@parrysound.ca

Phone: 705-746-2701 ext. 201

Subject: Adjusted Timing for the Annual Town of Parry Sound Santa Claus Parade

Ho ho ho! Great news to all our festive friends in Parry Sound! This year's much-anticipated Santa Claus Parade on November 30th is set to be a heartwarming holiday highlight, and we're thrilled to spread cheer with a change that ensures everyone can join in all the holiday celebrations.

New Starting Time: 12:00 PM

We're doing a little festive dance to adjust the timing of our annual parade to start at 12:00 PM noon. This change ensures that all families and friends can enjoy the festive float extravaganza and then bounce right into the next scheduled holiday event with the arrival of the **CPKC Holiday Train** at 4:30 PM, at the CP Station, on Avenue Road.

With the theme "I'll be HOME for Christmas," magical floats will parade through the streets of Parry Sound and transform into a wonderland filled with the warmth of community togetherness. We encourage all participants to embrace creativity and festive spirit.

Special Notes for Parade Participants: An update to staging instructions and timelines will be circulated by the Town in the coming days.

Let's give three cheers for the Town of Parry Sound as we come together for a magical day filled with holiday events that celebrate the love and unity of our small town. Grab your scarves, mittens, and hot cocoa, and join in for a day to remember!

May your days be merry and bright, and we'll see you at the parade!

For more warmth and jolly updates, everyone is urged to contact our friendly elves... erm, staff at the Town of Parry Sound.

Happy Holidays!



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Defibrillator Purchase

TOMRMS File Number:

F18

Spokesperson(s) Name, Title, Department

Dave Thompson, Director of Development and Protective Services

Purpose of Report:

To gain approval for the purchase of 17 Zoll defibrillators to replace the in-ambulance units

Resolution 2024

That upon the recommendation of the EMS Advisory Committee, Council approves the replacement of 17 in-ambulance defibrillators, and

That the Town Procurement Bylaw be waived to allow for a sole source purchase of Zoll defibrillators in the amount of \$561,948.28 + HST through Zoll Canada utilizing the best price available with the purchase to be funded from the EMS Surplus Reserve.

Relationship to Strategic Plan:

Core Service? Yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: n/a

Background:

The in-ambulance defibrillators (17) are 7 years old. They have been fully amortised at the end of 2024. These defibrillators are a primary patient care tool in each ambulance and due to their age are beginning to require more frequent repairs and certifications to remain in service. EMS Management have determined that there is an uncomfortable amount of risk associated with keeping these units in service for another year.

There are two primary suppliers of defibrillators within the Ontario EMS market. PSDEMS has been utilizing Zoll exclusively for more than 15 years. Staff are very comfortable with the ergonomics and operations of the Zoll product. Staff are recommending a sole source for the following reasons

- Some components do not need to be replaced due to using the same manufacturer's equipment (stretcher poles and mounts)
- Staff training is greatly reduced using the Zoll products
- Staff familiarity with the product
- The other primary supplier is in the middle of a product upgrade and was not recommending utilizing their previous model due to it becoming obsolete.

Zoll Canada is the only supplier of their product. Zoll Canada did also review best price available for all of the other components that are delivered with the defibrillators and where better pricing was available for components, Zoll Canada made the substitution for the better pricing.

Advantages and/or Disadvantages of Staff Recommendation:

Modern equipment.

Best pricing available

Staff Familiarity

Alternatives:

No alternatives are being recommended by staff

Cost/Financial Impact:

\$561,948.28 +HST

Included in Current Budget:

Yes - As approved in the 2025 EMS Budget

Attachments:

Director Approval DT; Date: November 13, 2024

CAO Recommendation for Council Approval:

Yes



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Parry Sound Road Allowance Sale to The Gardens

TOMRMS File Number:

L07

Spokesperson(s) Name, Title, Department

Jeremy Rand, Manager of Planning, Development & Protective Services

Purpose of Report:

To seek direction on stopping up and closing the subject lands in addition to initiating a direct sale of the subject lands to the Gardens of Parry Sound.

Resolution 2024

WHEREAS the Town has been approached by the Gardens of Parry Sound to acquire a portion of the unused town owned road allowance adjacent to their property on College Drive;

AND WHEREAS the Gardens of Parry Sound has indicated it is their desire to purchase the property for the purpose of construction two new buildings that would accommodate student housing as well as a retirement residence;

AND WHEREAS Council had previously authorized the stopping up and closing of this road allowance in 2017, however the process was not finalized;

AND WHEREAS there is a need for more housing of all types in the Town of Parry Sound; and

AND WHEREAS the owners of the Gardens of Parry Sound have previously demonstrated their commitment to building and operating a Retirement Residence in Town;

NOW THEREFORE BE IT RESOLVED THAT staff be directed to proceed with the following:

1. Stopping up and closing the municipal road allowance described as Part 1, Plan 42-21064; and
2. That staff begin the process of drafting an Agreement of Purchase and Sale for a direct sale to the adjacent owner with the following provisions:
 - That the lands be rezoned to permit the proposed uses;
 - That following the rezoning the lands be formally appraised to determine the sale price;
 - That the lands be developed and building permits be issued for a seniors residence and student residences within 5 years of the lands changing ownership, otherwise the lands will revert back to the Town of Parry Sound; and
 - That all costs associated with the closing of the road allowance and processing of the sale of these lands be borne by the purchaser.

Relationship to Strategic Plan:

Core Service? No

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Economic Growth and Quality of Life

Background:

The subject lands are approximately 0.6 hectares in area with approximately 185 metres of frontage on Parry Sound Drive.

Council authorized the stopping up and closing of the subject lands in 2017. At the time, internal and external agencies were consulted on the process. The lands were

subsequently surveyed, however it does not appear that the road allowance was formally stopped up and closed.

In order to proceed with a direct sale, the lands will need to be stopped up and closed. The Municipal Act requires a public notice and a formal by-law to stop up and close that portion of the road allowance.

Once the road allowance is closed, staff would then bring an Agreement of Purchase and Sale for Council to consider. The Agreement will contain certain provisions including a clause to require that development proceed within a certain time from the purchase (5 years) as well as ensuring that legal costs are borne by the applicant. The reference to 5 years is the requirement for a building permit for a seniors residence to be issued within 5 years. The developer would be expected to pay the appraised value for the property. The lands, if a rezoning is required will be rezoned prior to the sale. This provides greater assurance to the purchaser the property can be used for his intended purpose. A site plan agreement would be required prior to development.

Advantages and/or Disadvantages of Staff Recommendation:

The party interested in the lands owns the adjacent property, is a known developer with a proven track record in Town.

Alternatives:

Council could decide to list the property on the open market.

Cost/Financial Impact:

Legal costs will be borne by the applicant.

The applicant would be expected to pay appraised value for the property and associated costs to convey the property.

Included in Current Budget:

No

Attachments:

Attachment #1: Aerial Photo of the subject lands

Attachment #2: Survey of the subject lands

Director Approval DT; Date: November 14, 2024

CAO Recommendation for Council Approval:

Yes

9.2.2a ATT#1

Area: 1.89 ac
Perimeter: 0.46 km

90

86

82

80

5

7

Parry Sound Drive

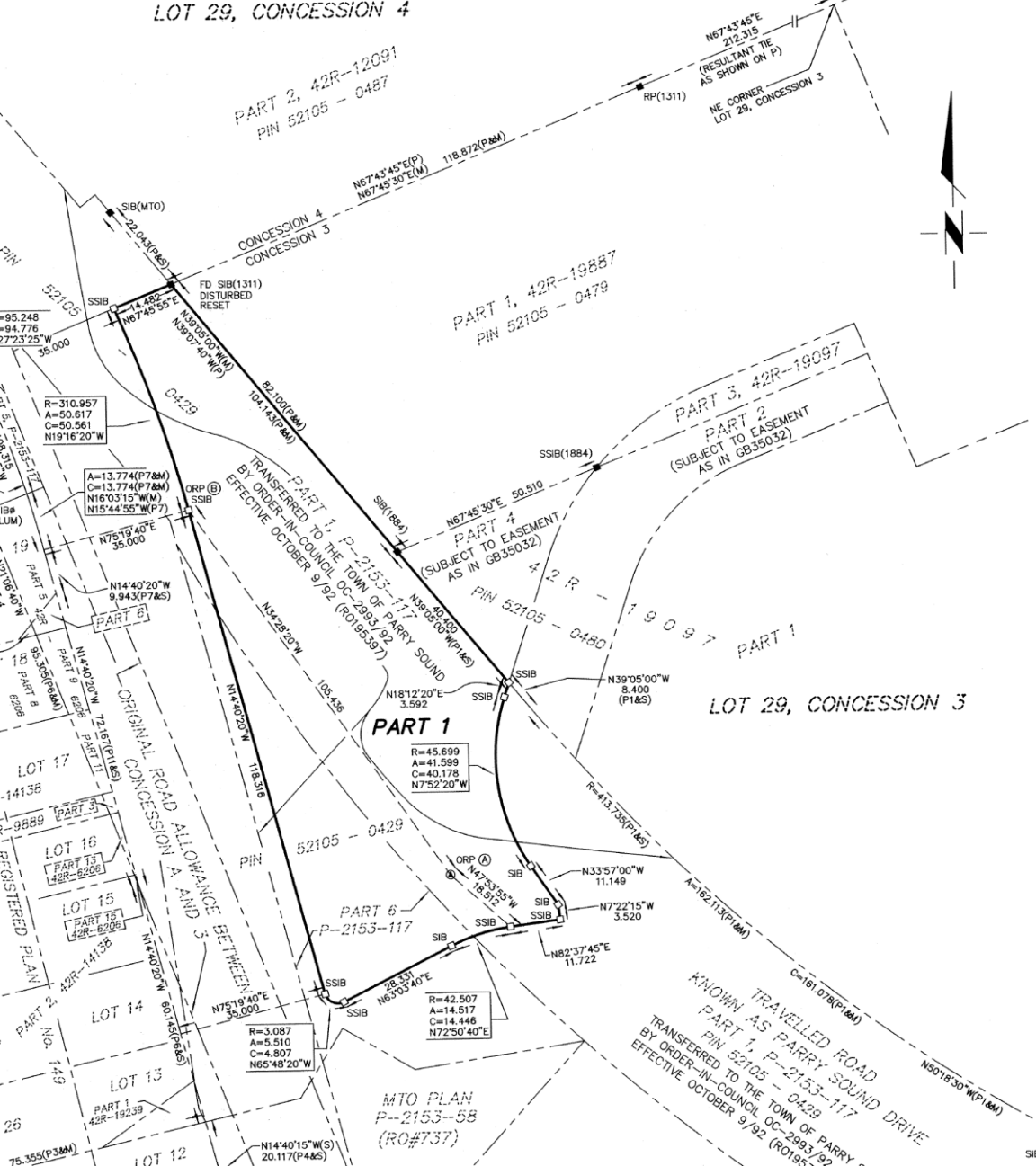
College Drive

Mall Drive



9.2.2b ATT#2

LOT 29, CONCESSION 4



I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

AUGUST 23, 2018
DATE

Nancy Harris-Merr
NANCY HARRIS-MERR
ONTARIO LAND SURVEYOR

PLAN 42R-21064

RECEIVED AND DEPOSITED

August 28 2018
DATE

"Sheema Taylor"
REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF PARRY SOUND (No.42)

SCHEDULE				
PART	LOT	CONCESSION/PLAN	PIN	AREA
1	PART OF LOT 29	3	PT. OF PIN 52105-0429	0.088 ha

PLAN OF SURVEY OF
PART OF LOT 29, CONCESSION 3
GEOGRAPHIC TOWNSHIP OF McDOUGALL
NOW IN THE TOWN OF PARRY SOUND
DISTRICT OF PARRY SOUND

SCALE 1:750



TULLOCH GEOMATICS INC., O.L.S.
2018

BEARING NOTE:
BEARINGS ARE UTM GRID AND ARE DERIVED FROM GPS BASE AND ROVER OBSERVATIONS FROM A TO B HAVING A BEARING OF N34°28'20"W, REFERRED TO SPECIFIED CONTROL POINTS 00119963019 AND 00820040149, UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (1997.0).

METRIC:
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
GROUND DISTANCES SHOWN HEREON CAN BE CONVERTED TO UTM GRID BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999640.

CONVERGENCE NOTE:
A CONVERGENCE (ROTATION FACTOR OF 0°38'00" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING PLANS 42R-6206, 42R-6515, 42R-9889, 42R-10051, 42R-10546, 42R-14138, 42R-17285, 42R-19097, 42R-19239, 42R-19887, MTO PLAN P-2153-B (RO#32), MTO PLAN P-2153-35 (RO#400), SURVEYOR'S REAL PROPERTY REPORT BY D. E. MAGEE, O.L.S., DATED MARCH 12, 1990, AND SURVEYOR'S REAL PROPERTY REPORT BY TULLOCH GEOMATICS INC., O.L.S., DATED MARCH 28, 2014 TO ACCOUNT FOR DIFFERENT REFERENCE MERIDIANS.

- LEGEND:**
- DENOTES FOUND MONUMENT
 - DENOTES PLANTED MONUMENT
 - SIB DENOTES STANDARD IRON BAR 0.025 x 0.025 x 1.22
 - SSIB DENOTES SHORT STANDARD IRON BAR 0.025 x 0.025 x 0.61
 - IB DENOTES IRON BAR
 - ⊙ DENOTES ROUND
 - DEM DENOTES D. E. MAGEE, O.L.S.
 - LUM DENOTES L. U. MAUGHAN COMPANY LIMITED, O.L.S.
 - MTO DENOTES MINISTRY OF TRANSPORTATION
 - SVN&G DENOTES SPEIGHT, VAN NOSTRAND & GIBSON LIMITED, O.L.S.
 - 1311 DENOTES PAUL F. FORTH, O.L.S.
 - 1884 DENOTES D. U. MAUGHAN, O.L.S.
 - M DENOTES MEASURED
 - S DENOTES SET
 - SCP DENOTES SPECIFIED CONTROL POINT
 - ORP DENOTES OBSERVED REFERENCE POINT
 - P DENOTES PLAN 42R-19887
 - P1 DENOTES PLAN 42R-19097
 - P2 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY TULLOCH GEOMATICS, O.L.S., DATED MARCH 28th, 2014, FILE 14-3514
 - P3 DENOTES PLAN 42R-19239
 - P4 DENOTES PLAN 42R-17285
 - P5 DENOTES PLAN 42R-10546
 - P6 DENOTES PLAN 42R-14138
 - P7 DENOTES PLAN 42R-6206
 - P8 DENOTES PLAN 42R-10051
 - P9 DENOTES MTO PLAN P-2153-B (RO#32)
 - P10 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY D. E. MAGEE, O.L.S., DATED MARCH 12th, 1990, FILE 904119
 - P11 DENOTES PLAN 42R-9889
 - P12 DENOTES PLAN 42R-6515
 - P13 DENOTES MTO PLAN P-2153-35 (RO#400)

KNOWN TRAVELLED ROAD
PART 1 AS PARRY SOUND DRIVE
PIN 52105 - 0429
BY ORDER-IN-COUNCIL OC-2983/92
EFFECTIVE OCTOBER 9/92 (RO195397)

MTO PLAN
P-2153-58
(RO#737)



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Recognizing 74 James Street as a property of Cultural Heritage Value or Interest

TOMRMS File Number:

R01

Spokesperson(s) Name, Title, Department

Jeremy Rand, Manager of Planning, Development & Protective Services

Purpose of Report:

To seek direction on inclusion of 74 James Street (Parry Sound Post Office) on the Municipal Register and preparation for a future heritage designation by-law.

Resolution 2024

WHEREAS 74 James Street (Parry Sound Post Office) has been listed on the Directory of Federal Real Property as available for housing development;

AND WHEREAS the status of the federal listing is "Open for Feedback";

AND WHEREAS The Parry Sound Post Office was built in 1932 and Council recognizes that the property is of cultural heritage value to the Town of Parry Sound;

AND WHEREAS staff have consulted on the matter, and it was determined that a heritage designation would have no authority for a property under Federal ownership;

AND WHEREAS there is an opportunity to prepare the prerequisite information to designate the property soon after the property goes into private ownership;

AND WHEREAS it is appropriate to advise the Federal Government and Canada Post Corporation of the importance of the cultural heritage of the iconic building to the Town and Council's desire to protect the Post Office; and

AND WHEREAS in order to provide some level of interim protection, that the property be included on the Municipal Register.

THEREFORE BE IT RESOLVED THAT:

The Municipal Register be amended to include the Post Office Property at 74 James Street and that notice be served to the property owner;

AND THAT Staff be directed to prepare the necessary background information for a future Designation By-law under Section 29 of the Ontario Heritage Act once the property is transferred to private hands; and

AND THAT this resolution be forwarded to MP Scott Aitchison and MPP Graydon Smith.

Relationship to Strategic Plan:

Core Service? No

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Quality of Life (Sense of Community)

Background:

Staff have been made aware that the Government of Canada is making Federal properties available for housing development. This includes the property at 74 James Street which contains the Parry Sound Post Office.

The property contains a three-storey post office constructed in 1932. The building has been in continuous use as a post office and other government services since its construction.

The building was built in a classical style with foundations of concrete faced with stonework above grade to the plinth. The exterior walls are of brick, relieved by pilasters

and panelled work with stone trimmings. The front entrances are of stone with moulded entablature supported on carved trusses. The entrance steps, platforms and parapets are of granite. An annex was added to the property in 1956/1957. The building is of red brick construction with a flat roof.

Staff are of the opinion that the property is of cultural heritage value and of interest to the Community. Section 27 of the Ontario Heritage Act requires municipalities to identify all properties that have been identified by Council as having cultural heritage value or interest to the community. Given the history of the building as well as the architectural style and importance as a landmark to the community, the property meets the general requirements for including the property on the Town's Municipal Register.

Staff have consulted with an Ontario heritage professional who indicated that municipal designation of a federal crown property under the Ontario Heritage Act is not provided by the Act and if a municipality were to pass a designation bylaw it would have no effect. Further, it was noted that should the property change hands, the municipal designation by-law may not be enforceable once the property changed to private ownership. It was therefore recommended that the Town prepare all of the prerequisite background information and then wait until the property passes into private ownership before Council considers a designation by-law.

Staff are recommending that a consultant specializing in heritage designations in Ontario be retained to prepare the prerequisite background information. In the meantime, staff are also recommending that the property be included on the Municipal Register in order to offer some interim protection on the property.

Once a property is included on the Municipal Register, the owner of a property is required to give Council at least 60 day's notice in writing prior to their intention to demolish or remove a building or structure on the property. The 60-day period gives the municipality time to determine whether or not to issue a demolition permit or proceed with passing a heritage designation by-law to be registered on the title of the lands.

Listing of a property requires that the property owner be notified within 30 days inclusion on the register.

Designation of a property requires the property owner to be notified of Council's intent to designate prior to moving forward with the designation by-law.

Advantages and/or Disadvantages of Staff Recommendation:

Including the property on the Municipal Register will allow for some interim protection should a future private developer propose to demolish the building on the subject lands.

Advising Canada Post Corporation of Council's intentions puts them on notice should they dispose of the property.

Preparing the prerequisite information will enable staff to quickly proceed with a designation by-law once the property changes hands to private ownership.

Alternatives:

Council could decide not to proceed with including the property on the Municipal Register and/or not proceed with a heritage designation by-law.

This alternative is not recommended as staff are of the opinion that the property is of cultural heritage value or interest.

Cost/Financial Impact:

A heritage consultant would be retained to complete the prerequisite background for designation.

Included in Current Budget: No

Attachments:

Current Municipal Register

Director Approval DT; Date: November 12, 2024

CAO Recommendation for Council Approval: Yes

**Town of Parry Sound
Municipal Register – as of 2024**

Year	By-law No.	Property Address & Legal Description	Statement of Cultural Heritage Value & Description	Comments/Notes
1982	82-2936	PLAN 2 PT MARKET SQ RP 42R20686 PART 1	<p>Old Fire Hall/25 Mary Street: Located at 25 Mary Street, being Plan 2, Part Market Square, Mary Street north side, north of Seguin Street, the building is a two storey, four bay rectangular block with hipped roof. The adjoining hose tower is a square three storey structure with a mansard roof and wooden railing. The street façade presents three overhead type doors for vehicles and one single entry door with four equally spaced windows above. The building is constructed of a timber frame and originally had a shingle siding. A brick veneer was added in 1950 with considerable attention given to detailing and a choice of brick consistent with other public buildings in the Town. The tower still retains its cedar shingle roof and a portion of the original belfry. The old bell is now mounted on a base in the adjacent park.</p>	Parry Sound Bikes
1983	83-2982; amended by 2010-5407	PLAN 2 PT LOT 2 E/S JAMES ST N OF SEGUIN ST RP 42R4051 PART 1 & 2	<p>IOOF (Oddfellows) Building: This building has retained a prominent position on James St. since its construction in 1897. Designed by the firm of Simpson and Ellis of Toronto, the IOOF temple was on the third floor while the lower levels housed offices and stores.</p> <p>This is a three-storey, three bay brick building with a decorative brick parapet. The string course and cornices are of stamped metal and the third floor is distinguished by an arched façade with a rounded brick column. The round arched windows and other elements which define the facade are treated decoratively in variegated brick work with stone lintels.</p>	
1983	83-2983; amended by 2010-5407	PLAN 86 LOT 1 W ASHWOOD DR PLAN 121 PT LOT 1 E BAYVIEW RD	<p>The Kitchen House/10 Ashwood Drive: The Kitchen Residence is a two storey brick structure with attic, designed by George F. Barber, Architect of Knoxville, Tennessee, and built for the Moore Family in 1900. The building is Queen Anne in style with corbeled brick cornice, and painted cedar shingles on the gable and walls. The façade is comprised of two wide bays with adjoining octagonal tower with a pyramided roof on the southwest corner, and fronted with a wooden verandah. The building is set upon a rubble coursed stone foundation and retains much of its original millwork including</p>	

			doors, windows, and the remaining section of verandah. Also of note, much of the interior woodwork, of clear pine, retains its original finish.	
1983	83-3008, amended by 1984-3050; 2010-5407	PLAN 22 PT LOTS 9 & 10 PLAN 123 PT LOTS 1 TO 5 W/S CHURCH ST RP 42R14473 PARTS 1 TO 3	<p>CN Station: <u>Architectural:</u> This building, which opened in 1932, is built of earth-tone brick with exposed timber framing in the gable walls. It has the characteristic hipped roof with overhang supported by paired wooded brackets. The windows are multi-paned with segmented arched heads. All of the detail from window mullions to freight shed doors is well-constructed in a heavy serviceable and durable styling. Because of its fine proportions and set-back from Church Street, the building is aesthetically very pleasing. <u>Historical:</u> Sir Donald Mann, one of the principle builders of the CNR was once a sawyer in the Parry Sound lumber mill. Local I.O.O.F. records show he was accepted in the Parry Sound Lodge in June 1878. The first railway into the Town of Parry Sound was constructed by Mackenzie, Mann & Co. Ltd. They held the charter for the James Bay Railway, and the four mile stretch from the Canadian Atlantic track at James Bay Junction into the Town was the start if this dram. For Parry Sound, which had been negotiating for a railway since the 1880's, it brought the promise of prosperity. The CN Station on Church Street was later constructed to serve this line. With Mackenzie as his partner, Mann built railway lines and amalgamated them with others until a transcontinental rail system, later to be the CNR was established. In recognition of this contribution, he was knighted by the King in 1911.</p>	Engel & Volkers Real Estate
1984	84-3048, amended by 2010-5407; 2010-5452; 2010-5472	PLAN 2 PT LOTS 14 AND 15 RP 42R7478 PARTS 3 TO 5	<p>5 McMurray Street: <u>Historical:</u> This combination home and doctor's office-dispensary was built about 1905 by Dr. James Tandy and purchased by Dr. Milton Limbert in 1911. A medical practice was conducted from the office area until 1950, Dr. Peter Scott having been the last physician to occupy the premises. The Limbert family owned the building until 1966. It presently houses the offices of L.U. Maughan Co. Ltd., Surveyors. <u>Architectural:</u> This is a three-storey, three-bay dwelling in a shingle style. The brick first floor is topped by frame upper floors clad with patterned cedar shingles in two designs. The foundation is stone. Exterior trim includes twin columned, recessed entry porches with eyelid hoods and wood-capped stepped stone sidearms flanking the entry stairs. The porches are trimmed with wooden railings and turned balustrades which are repeated in the larger</p>	

			<p>porch which extends half the width of the east side of the house. The windows are of variegated design and size and retain their original trim. The central window on the main floor street side is finished with ornamental brick work over the arch. Of particular interest is the overhanging ground floor bay window on the west side of the house. The round portal window in the front gable wall is distinctive. Matching front doors with bevelled glass were once a feature of the house. One of these doors remains in its original condition.</p>	
1986	86-3158; amended by 2010-5407	PLAN 21 PT BLKS B & C RP 42R15626 PART 2 SUBJECT TO ROW	<p>10 Redwood Drive: <u>Historical:</u> The house was built for the Beaumont family by a Mr. McAllister, a stone mason. The field stone was quarried nearby and brought to the site by barrow gauge rail, specially built for the project. The Beaumont family were early settlers of the Town, arriving from Yorkshire on the last trip of the Waubuno before it sank in 1879. The house was modelled after their original home in England. <u>Architectural:</u> The late Victorian structure is a two storey building notable for its random coursed rubble masonry construction. The style is Georgian in proportion with a small Queen-Anne style entry porch featuring spindle work and brackets. The main entrance door has a frosted patterned door light with a cobalt blue transom. All gables are stone, with exposed timber top plates on the end gables. The windows feature solid timber sills and two-over-two sash; the lintels are segmented arch buff brick courses. Second floor windows on the rear façade form small shed dormers. Signature stone of “1890” is formally located in the front façade gable. Two symmetrical brick chimneys have corbelled caps and recessed side panels.</p>	Beaumont House
1989	89-3361; amended by 2010-5407	LT 1 SW/S BELVEDERE PL 128; PARRY SOUND	<p>14 Belvedere Avenue: This twentieth century structure is a two storey building noted for its leaded windows with diamond shaped panes. The style is Edwardian or English Arts & Crafts. The extent of the hipped roof features dormer windows and decorative exposed rafters. The exterior cladding includes narrow wood siding resting on a random coursed fieldstone basement wall. Surrounding the North and East elevations is a sweeping verandah with Doric columns, open railings and plain wood balusters. The verandah skirt is dramatic with large areas of square lattice. The structure’s sitting on a corner lot on Belvedere Ave. gives the building landmark status on one of the most beautiful streets in Parry Sound.</p>	

1989	89-3363; amended by 2010-5407	PLAN 2 LOT 25 PT LOT 26	14 Bay Street: This two-storey, three bay building is of note for its early date, c. 1873, and predominantly original condition. The centre entrance conveys a vernacular style. Cove siding, corner boards and base board with original drip molding are original. Windows are two over two with original sash and trim. An original front door of slightly later date is retained. There is a full width verandah with square chamfered uprights, decorative brackets of a later date and narrow architrave. The gable roof is typical for the period. A rear intersecting wing is of similar design and proportion.	Huckleberry's
1989	1989-3364; amended by 2010-5407	PLAN 20 PT LOT 12 W GIBSON ST	1 Belvedere Avenue: This early twentieth century, two storey building with attic has predominantly classical detailing. Built of local brick with wood trim, it is capped by a hipped roof with dormer windows; adjoining octagonal corner tower has peaked roof. Door and window openings are segmental arched with vertical brick voussoirs. Fronting Belvedere Ave., the entry is of note for the large oak and plate bevel glass door with classical detailing. Matching stained glass hall windows are on either side, fronting a large wooden verandah of later date, but in keeping stylistically with the classical detailing of the original. Square tapered pillars and turned wooden balusters are a feature of this verandah, side porches have original columns with tuscan capitals and large wooden architrave. All windows retain original sash and storm windows are of various configurations with original wood sills. The Gibson Street facade features a rectangular wooden bay with narrow clapboard siding and triple light sash. The rear elevation also features a three sided bay window in brick.	
1990	1990-3452; amended by 2010-5407	PLAN 135 LOT 107	40 Cascade Street: <u>Historical:</u> The property upon which 40 Cascade Street now stands was part of the old county fair grounds and was sold in 1914 to David Willson Emes, a stonemason. Upon purchasing the land, Mr. Emes and his bride, Martha Effie Emes had the house erected by builder Tom Bannon, and took up residence shortly thereafter. Both rear and front porches were later additions, built circa 1926 by Billy Burnside and 1930, respectively. The Emes contracted Joe Robinson Sr. to construct an attic apartment in 1940, anticipating the housing demand caused by the influx of D.I.L. workers. It was at this time that the exterior staircase and side dormer windows were constructed.	

			<p>Architectural: 40 Cascade Street is a two storey with attic, two bay, wood frame structure. It has original narrow clapboard siding, baseboard, dripmould and plain and variegated cedar shingled hipped gables. It is in a plain early 20th century vernacular style with sympathetic later additions consisting of 2 porches, 2 dormers, and an exterior staircase. The foundation is of squared random coursed rubble masonry, which is a distinction of many buildings in the area. The first storey front and side windows feature a green mottled glass transom and dentil trim, with three over three storm windows. Other first and second storey windows are of one over one configuration with those original storms still intact of a four over four configuration. Attic gabled windows are of a three over one configuration. The original pine front door has a large rectangular pane of glass over dentil trim and 2 panels. The later porch additions are in keeping stylistically with the architecture. The front porch has a low pediment style roof over square tapered posts set on red brick pillars. Tongue and groove ceiling, diamond shaped lattice work and clapboard sided railing complete the porch.</p>	
1991	1991-3505; amended by 2010-5407	PLAN 2 PT LOTS 6 & 7 E/S CHURCH ST N OF SEGUIN ST RP42R11734 PART 1	<p>13 Church Street:</p> <p>Historical: 13 Church Street was built shortly after the land was acquired from William Beatty in 1877. Newspapers found in the walls date from 1875 to 1880. The first occupants were Henry Walden, a carpenter and his wife Emma Walden, a seamstress. The home had remained the residence of descendants of the Waldens's until the death in 1990 of Mr. Walden's granddaughter, Evelyn Harrision.</p> <p>Architectural: This two storey building is constructed of solid brick masonry with a random coursed rubble foundation, gabled roof and single stack chimney on either end. It is T-shape in plan with an older wooden shed on the northeast side. The sides and rear of the main building retain their original detailing. The three bay upper storey windows are of a two over two configuration as are the majority of windows in the building. Notable exceptions are the four narrow gable windows, 2 each end, of one over one, the bay window massing with a two over two surrounded by two one over one configurations and the first storey front window with a plain mottled single light transom over one pane of glass. Mullions and sashes are of wood with plain trim. Window openings are segmental arched with vertical brick voussoirs. The main doorway has a similarly trimmed structural opening</p>	

			with a flat transom of three lights, and retains the original door of nine panes over two panels. There is evidence of an original or early front porch extending the length of the façade. This building is a prime example of an old world vernacular style.	
1994	1994-3706; amended by 2010-5407	PLAN 2 PT LOT 21	<p>43 Church Street: <u>Historical:</u> Through assessment records valuing vacant and developed land, it is estimated that 43 Church street was constructed in 1907 under the ownership of Mr. Samuel Armstrong. The brick that has been used in the original house was locally made and is one of less than 10 buildings constructed of this material still standing in the Town of Parry Sound. <u>Architectural:</u> 43 Church Street is a two storey, sand coloured brick building with red pointing, octagonal corner towers with pyramidal (witch's hat) roofs with decorative finials, on a random course rubble foundation. The main roof is hipped with bell cove at the eaves. The centre dormer is a palladian window with arched with arched fascia and bell cove roof. The small dormer on the south slope of the roof is similar to that of the façade. The large gable on the north face has a semi-circular window with triple brick voussoir. Windows are 1 over 1 with segmental arched openings, brick voussoirs and concrete sills. Centre hall plan with entrance door below and door into porch above, is flanked by leaded glass half windows. The verandah on the north side is in the classical style with brick posts and tuned wooden columns of Tuscan design with lattice work below. The modern single storey cedar shingle and glass addition on the south side is not to be included in the designation. Neither is the front porch replacement, constructed in 1992 to be included, although it is of a sympathetic design incorporating design elements of two previous porches on this site.</p>	
1995	1995-3755; amended by 2010-5407	PLAN 2 PT PARK LOT C & CON 2 PT LOT 30 RP 42R13727 PART 1 & RP 42R14261 PART 1	<p>CPR Station: The Canadian Pacific Railway (CPR) built this station in 1907 as part of its Toronto-Sudbury Branch line, and the station remained an active link on this line until 1982. Construction of the line was intended to give CPR access to Toronto markets, and the establishment through Parry Sound, changed the Town from a quiet backwater to a modern centre. Construction of this line signalled the CPR's intention to compete for a major share of the established Ontario market, even as its competitors developed alternative lines in the west. The Toronto-Sudbury line, of which this station was a key component, was intended to give the CPR access to</p>	Festival of the Sound

			<p>the Toronto markets. The station stands as a symbol of transcontinental railway competition, which at the turn of the century changed Parry Sound from a quiet backwater into a modern industrial centre and a tourist destination. The design for the Parry Sound station is both practical and striking, a hallmark of many CPR stations. It was designed by the CPR's Engineering Department in Montreal under F.P. Gutelius, and built under contract by David Chalmers, superintending architect. The building is a bold composition of a steep, picturesque roofline with a bellcast canopy, and a massive corner tower. The original configuration of interior space remains largely intact today, despite some recent renovations. The Parry Sound station is a rare example of a first generation CPR Ontario station still on its original site. The station was located in convenient proximity to the town core, a relationship that has not changed over the years. The site's height, crowned as it is by the station's dominant tower, makes the station a prominent feature in the town. The building is considered by the town to be one of its major heritage structures.</p>	
2000	2000-4243; amended by 2010-5407	PLAN 136 PT LOTS 15 & 16 RP 42R11285 PARTS 5 TO 7 N/S CASCADE ST	<p>1 Cascade Street: <u>Historical:</u> Property upon which the house stands is part of a larger block of land purchased from William Beatty in 1886 by Joseph Farrer, Police Magistrate from 1887 to 1916. According to tax assessment records, it appears that this Queen Anne style home was built prior to 1907 and may have been the personal residence of Joseph Farrer, or a rental unit, as Joseph Farrer owned several buildings on the block. <u>Architectural:</u> With the exception of a replacement front verandah, and rear addition, the building has been maintained in largely the same condition as when it was originally built: a square plan of two stories with full attic, wood shingle-faced gable on each side with original wood fascias and soffits; regular course stone foundation, concrete lintels and sills, and original single hung window sashes. Exterior concrete "stone" block cladding is an early example of prefabricated cladding, unique in Parry Sound which saw little variation in cladding material other than wood frame and siding. This prefabricated material was marketed as fireproof rated, and available as part of housing kits by mail-order companies. For this reason, current research speculates that this may have been a "kit house". There exists the remains of a matching concrete "stone" block wall in front of house.</p>	

2002	2002-4504; amended by 2010-5407	PT LT 24-25 CON 3 MCDOUGALL; RDAL IN FRONT OF LT 25 CON 3 MCDOUGALL; RDAL IN FRONT OF LT 24 CON 3 MCDOUGALL PT 1, 2, 5, 6 42R6564 EXCEPT PT 1 42R6892 & PT 1 TO 6 EXPROP PL RO187400; S/T RO86918; PARRY SOUND SUBJECT TO AN EASEMENT OVER PART LOT 25 CONCESSION 3 MCDOUGALL, PART 1 & 2, 42R-21780 IN FAVOUR OF PART LOT 25 CONCESSION 3 MCDOUGALL AS IN GB154008	<p>Mill Lake Stone Quarry: <u>Reasons for designation:</u></p> <ol style="list-style-type: none"> 1. Quarried since late 1800's/early 19001s by original owner Richard Reece Hall, Mayor of the Town of Parry Sound, and Member of Provincial Parliament. 2. First invoice issued December 31st, 1907; deed listed as 1910, when purchased outright from Wm. Beatty Co.; formal documentation is presumed to have been undertaken after several years of quarrying and informal sales transactions. 3. Quarrying has been continuous industrial activity and a significant one in Parry Sound, in the same family since late 1800's. 4. Unique geological formation (per Ministry of Northern Development & Mines Ontario Geological Survey 1989). 	Noted Heritage Landmark
2008	2008-5275	PT HOTEL GROUNDS W/S BELVEDERE AV PL 137 AS IN RO32086 (SECONDLY) EXCEPT PT 1 42R3733 S/T RO185402; S/T RO185402; PARRY SOUND	<p>Belvedere Lookout: <u>Property Description:</u> The level green area on the west side of Belvedere Avenue, at its crest, was formerly part of the lawn of the Belvedere Hotel. The hotel stood across the road from 1883 to 1961. The descending wooded, rocky embankment which the view overlooks on its way to the Bay forms an integral part of the view.</p> <p><u>Cultural Heritage Value or Interest:</u> This viewing area is of cultural heritage value before the founding of the Town because:</p> <ul style="list-style-type: none"> - of its importance in native culture as a ceremonial gathering place; 	Noted Heritage Landmark

			<ul style="list-style-type: none"> - it overlooked the Bourassa Post on the former Bob's Island where the French traded with the natives; - it was on the fur trade route; - it was a defensive position for the natives in the 1600s and perhaps earlier. <p>After the land for the Town was purchased from the Crown in 1867:</p> <ul style="list-style-type: none"> - the first map of the townsite drawn in 1869 names this area "Belvedere" or "beautiful view"; - its magnificent view was the reason Wm. Beatty, one of the founders of the Town, chose the property as a site for the "Belvidere" (original spelling) Hotel, one of the earliest tourist hotels on the Great Lakes; - the early Hotel, the present Home for the Aged and even the street have used the term "Belvedere" to define their locations. <p><u>Heritage Attributes:</u> key attributes that express the value of the site as an example of early Parry Sound:</p> <ul style="list-style-type: none"> - the natural vegetation, trees and rocks on the lower elevations; - the original railing and wall dating from its days as the lawn area of the Belvedere Hotel; - the construction of the wall (squared stones in a random pattern); - the flagstone steps from the road to the level area, dating from the days of the Hotel and showing the use of local stone and workmanship; - the wooden steps down the embankment to enable easier access to the shoreline (these replace the ones from the days of the Hotel and have been provided by the Rotary Club); - the area just below the road that was leveled to provide a lawn and seating spot for the historic Hotel. <p>Key attributes that express the value of the site as a landmark:</p> <ul style="list-style-type: none"> - its location in the core of the original town; - its height and 180 degree panoramic view; - its ease of access by the general public as a drive-by attraction; - its connection to native culture with Parry Island in the foreground of the vista, the site of the former Bourassa Post on the canoe route to the West below on Bob's Island and the natural surroundings on the lower elevations. 	
2011	2011-5598	PLAN 2 PT LOTS 14 AND 15 E CHURCH ST N OF MCMURRAY	<p>11 McMurray Street: <u>Property Description:</u></p> <ul style="list-style-type: none"> - 11 McMurray St., NE corner of Church & McMurray Sts. 	

		<p>ST RP 42R6758 PARTS 1 TO 5 RP 42R18985 PARTS 2 TO 4</p>	<ul style="list-style-type: none"> - in the core of the original town as identified by the first survey in 1869 - situated across from the original market square; between the Courthouse at the east end of McMurray St. & the home of "Governor" Beatty at the western limit, directly across from the latter - the property was originally 2 full town lots & the house was built straddling the property line <p><u>Cultural Heritage Value or Interest:</u> The house appears to have been built in the late 1890s by James Moffatt, who also built the neighbouring homes at 62 & 64 Gibson St. The property was a double lot & the house was constructed on the dividing line between the two lots. At the time the house was built, the population of the town was 2500. The 6 block area bounded by James St. on the east, Church St. on the west, Rosetta to the north & Seguin to the south was the legal, religious, commercial & residential center of the town. Directly across Church St. to the west was "Minnewawa Grove", the home of "Governor" Beatty. The Governor's home & the Courthouse (the earliest in northern Ontario) book-ended the two block McMurray St. The market square open space was immediately to the south. The home was built for William Taylor Jr. William Taylor Sr. was an Irishman who came to Parry Sound about 1870. He set himself up as a shoemaker & in 1880 commenced construction of a tannery near James & Seguin St. William Taylor Jr. was in business with his father. With the ready supply of bark from the lumbering companies to feed the tannery & a steady demand for logging shoes & shoepacks, both businesses were much in demand & did well. It is easy to believe that William Jr. wanted to make a statement about his importance by locating his new home across from the town's most prominent citizen, William Beatty. He chose a double lot which would set it off to best advantage.</p> <p><u>Heritage Attributes:</u></p> <ul style="list-style-type: none"> - the double lot frontage facing Church St. - the mix of deciduous & evergreen trees randomly planted throughout the property - the 2 storey detached home in the shape of a cross - the large main floor open veranda with its railing, 17" deep molded frieze & 11" diameter, pedestalled columns with Doric capitals being of particular note 	
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			<ul style="list-style-type: none"> - the deep fan-shaped verge board in 3 of the 4 peaks - the narrow board siding (5"), cornerboards (also 5") & matching 5" window & door trim - the dimensions & appearance of the original double-hung windows (the north-west one facing Church St. has been changed as have all those on the east side of the house, although the latter are not obvious due to veranda, overhang & shadow) - cross-gabled roof - bow window - original foundation of coursed rubble 	
2011	2011-6052	PLAN 2 LOT 14	<p>62 Gibson Street:</p> <p><u>Property Description:</u></p> <ul style="list-style-type: none"> - Lot 14, west side of Gibson St., north side of Seguin St., Plan 2, Town of Parry Sound. - 62 Gibson St., NW corner of Gibson & McMurray Sts. - in the core of the original town as identified by the first survey in 1869 - situated directly across from the original Market Square; - the 2 blocks of McMurray St. are bookended by the courthouse at the east end & by the former home of "Governor" Beatty, the founder of the Town, at the west end. <p><u>Cultural Heritage Value or Interest:</u> The house was built in the late 1890s by James Moffatt, who is reported to have built the neighbouring homes at 64 Gibson St. and 11 McMurray St. In a picture in the Parry Sound Directory of 1898-1899 there are several houses on the east side of Gibson St. but 62 stands virtually alone on the west side. At the time the house was built, the population of the town was 2500. The 6 block area bounded by James St. on the east, Church St. on the west, Rosetta to the north & Seguin to the south was the legal, commercial & residential center of the town. James Moffatt, the home's owner and builder, is listed in the Directory of 1898-1899 as an issuer of marriage licenses. In the 1891 census he is said to be a sewing machine agent. He and his wife, Catherine, had 2 sons Frederick & Charles, who continued to live in the house until the early 1960s. In tracing census records, it appears likely that the Moffatts came from the Town of Lindsay. John Moffatt, in the Lindsay census of 1871, was a shoemaker. His children were James, John, William, Mary & Charles. In 1898 there was a John Moffatt</p>	

living on the east side of Gibson St. just north of Market Square - he was a shoemaker with Moffatt & Gilmour, a Miss M.A. Moffatt was a clerk at the business & James lived across the street on Gibson. Four of the family names & occupation of "shoemaker" seem to verify this.

Heritage Attributes:

- on the NW corner of Gibson St. across from the original Market Square or town centre;
- built in the "East Lake" or "Stick" style, with the structural components defined on the exterior - a style unique in Parry Sound. This style is characterized by interpenetrating roof planes & by the appearance of "paneled" exterior walls;
- probably a "mail order" house. It is identical to one designed by John Palliser & advertised in American Cottage Homes (1878). George Palliser not only conducted a mail-order architectural practice, he also provided final plans based on his client's description of site, budget, materials etc.
- the house is T-shaped with a cross-gable roof, 4 peaks - 3 of them with bargeboard trim & decorative brackets under each gable end;
- 5" cove siding & 5" trim surrounds all windows & doors;
- original front door & transom;
- double hung windows;
- the roofed front porch is supported by 6 chamfered 5" X 5" posts topped with brackets & resting on trim located about a foot from the roof;
- circular decorative trim & tongue & groove siding extend from the border at the top of the posts to the roof;
- the side skirts of the porch are bounded by 1 O" boards, with ventilation provided by vertical spaced slats within the frame;
- the 1989 garage has been constructed in a style similar to the 120 year old home on the lot;
- the East Lake style has been replicated;
- the gable roof is steep;
- the inset person door on the south side has a chamfered post supporting the overhang;
- the main (car) entrance is herring-bone pattern with a 5" border;
- the foundation of the house is broken-course, squared stone;

			-the wall that defines the Gibson St. edge of the property is also of squared, broken-course local stone;	
2011	2011-6053	LT 1 E/S CLARA ST, 2 E/S CLARA ST, 3 E/S CLARA ST, 4 E/S CLARA ST, 5 E/S CLARA ST, 2 W/S SARAH ST, 3 W/S SARAH ST, 4 W/S SARAH ST, 5 W/S SARAH ST, 6 W/S SARAH ST, 7 W/S SARAH ST, 9 E/S SARAH ST PL 98; PT LT 1 E/S SARAH ST, 2 E/S SARAH ST, 3 E/S SARAH ST, 4 E/S SARAH ST, 5 E/S SARAH ST, 6 E/S SARAH ST PL 98; LT 7 E/S SARAH ST PL 98; PT LT 8 E/S SARAH ST PL 98 PT 9 42R8560; PT BLK I, L PL 21 LYING S OF RO112090, AS IN RO108151 EXCEPT RO112090 S/T RO108151; PARRY SOUND	<p>17 George Street: <u>Property Description:</u> 17 George Street, Parry Sound, Parts 1 and 2, Plan 42R-19490. The Tower Hill Garden sits at the top of George Street adjacent to the West Parry Sound District Museum. It is part of a large tract of undeveloped property owned by the Town of Parry Sound on Tower Hill. The portion of the property being proposed for designation as a Cultural Heritage Landscape is the part that is currently maintained by the Town as a parkland garden plus a fifty foot zone of wooded area along the edge which is not bounded by George Street or the museum driveway.</p> <p><u>Cultural Heritage Value or Interest:</u> Although this park and garden is only one of many parks maintained by the Town it holds a special place in the hearts of many Parry Sound citizens. The garden is unique in Ontario. It owes its existence and development in the years 1927 to 1934 at the base of a fire observation tower to will and whimsy. The fire tower was part of a forest fire detection system required to protect the essential forest resource on which the economy of the area depended. However, the District Forester at the time realized that tourism was also a contributing factor to the well being of that economy so he convinced his superiors to have the observation tower built so that the public could access it. He had the fire crews create ornamental gardens around its base. By the time the department of lands and forests knew it, they were custodians of Parry Sound's major tourism attraction with about 4,000 visitors a year in the early 1930's. The Tower provides a stunning view of the Town of Parry Sound, the mouth of the Seguin River and the surrounding natural landscape that is representative of the Thirty Thousand Islands. Although the gardens are no longer filled with flowers of yesteryear, they provide a green and shady spot for a rest after climbing down from the tower or a stroll and a picnic lunch after a visit to the museum. The bond between the people of Parry Sound and the waters of Georgian Bay can be demonstrated by the collection of weatherworn rocks assembled to create a raised garden bed circling the base of the tower.</p> <p><u>Heritage Attributes:</u> -All stonework, rocks and boulders located within the specified boundary;</p>	Parry Sound District Museum

			<ul style="list-style-type: none"> -Retaining walls, rubble walls, flagstone paths; -Sundial base and foundation; -Pond with surrounding flagstone decking and foundation stonework; - Observation tower and model of old fire tower; -Ranger cabin; -Town centennial time capsule monument; -Trees and plantings are not included as individual specimens but as a whole to maintain the "spirit and sense of place" of the garden and to allow for restoration and/or adaptive reuse of the garden setting as determined by stakeholders and Town Council. 	
2012	2012-6157	PLAN 2 PT LOT 15 AND RP 42R18985 PART 1	<p>64 Gibson Street:</p> <p><u>Cultural Heritage Value or Interest:</u> The house was built in 1896 for E. J. Vincent, the owner of a dry goods store in the Oddfellows Building on James Street. The builder was reportedly James Moffatt, who lived at 62 Gibson Street next door & who is also reported to have built the neighbouring 11 McMurray Street as well as his own home at 62 Gibson St. At the time the house was built, the population of the town was 2500. The 6 block area bounded by James St. on the east, Church St. on the west, Rosetta St. on the north and Seguin St. to the south, was the legal, commercial & residential centre of the town. Edward James Vincent was the 3rd son of a teacher & former headmaster of Schomberg School. Upon retirement the parents moved to Bracebridge where they set their sons up in business, Vincent Bros. When E. J. married he moved to Parry Sound & established E. J. Vincent & Co. Three pages of the directory of 1898-1899 show views of the store & its interior. It was a general department and dry goods store & remained in business until 1926. E. J. Vincent contributed greatly to the town, serving as Councillor for 6 terms between 1898 & 1925. He was elected Mayor for 1926 & 1933 found him Chair of the Public Utilities Commission. At that time these positions were volunteer. Irene Vincent, daughter of E. J. and his wife Margaret McCabe, lived in the house throughout her life & taught in the Parry Sound public school system for 50 years.</p> <p><u>Heritage Attributes:</u></p> <ul style="list-style-type: none"> - the original shape of the house was rectangular with a gable roof & a bay window on the south side. Each of the 3 peaks of the original house has railing & bargeboard trim; 	

			<ul style="list-style-type: none"> - the siding is 4 inch clapboard & 4 inch trim surrounds all windows, doors & forms the corner boards; - the front door is original; - there are wooden screen doors at the 3 entrances & the upper porch; - the upper half of the 2 hall windows is bordered with small panes; - the front door transom is of stained glass & the large front window is topped by a separate stained glass panel; - except for the front window, all windows are original 1/1; - the roofed front porch has 4 spooled supporting posts (4 1/2 ") & spooled trim along the roof edges. The vertical members of the 27" high rail are joined by horizontal rails at alternating heights; - the foundation is of broken course, squared local stone; - the wall that defines the Gibson Street edge of the property is also of squared broken course local stone; - the additions have been designed to blend with the original house - siding, boards, window & door trim, window shape; - the porticos over the main floor back entrances are supported by curved brackets of heavy stock & trimmed with lattice between support & roof. The portico over the upstairs door is similar but lacks the lattice trim; - the garage is unattached & the rolling overhead door has been designed to look like the original separate swinging doors, hinged on the sides, barn door style. 	
2013	2013-6181	PT SHORE RDAL IN FRONT OF LT 31 CON 2 MCDUGALL PT 6 42R19714 (CLOSED BY BY-LAW 2012-6152, REGISTERED AS GB62296) TOGETHER WITH AN EASEMENT OVER PT 1 PL 42R19724 AS IN GB66761 TOWN OF PARRY SOUND	<p>86 Waubeek Street: <u>Property Description:</u> Built in 1892, the Old Waterworks Pump House sits close to the Big Sound shoreline at the northwest end of Waubeek Street. The stone, brick and shingle two storey building is situated on a steep sloping hillside facing the Big Sound, separated from the adjacent residential neighbourhood by the Rotary and Algonquin Regiment Fitness Trail.</p> <p><u>Cultural Heritage Value or Interest:</u> A unique structure in that it combines both industrial and residential uses within one building it is the only remaining shoreline building from the 19th century. The Old Waterworks Pump House is of cultural heritage value for a number of reasons. As part of the Waterworks designed for the Town by John Galt, it demonstrates a high degree of technical and scientific achievement for the</p>	Old Waterworks Pump House

time, providing much needed fire protection. A pre-eminent Civil Engineer, Mr. Galt designed and built waterworks across Canada. When completed, the Waterworks consisted of the Pump House and adjoining residential quarters, two Fire Halls, a brick masonry storage tank on Belvedere Hill (design patented by Mr. Galt) along with the water mains and fire hydrants necessary to protect the young town (incorporated only 5 years previously) and its 2,500 inhabitants. The Pump House was in active service for over 100 years. Not only is the Pump House associated with John Galt and his engineering achievements, it demonstrates the work of Logan and McAllister, the local builders sub-contracted for the building. Alex Logan (who also served as Fire Chief) a cabinet maker and building contractor, was the builder of many significant town sites such as the Oddfellows Building, the Spring Block (Florence's Finery), the Agricultural Hall and the United Church. The Old Waterworks Pump House is a local landmark (it was the first visible water's edge building when approaching the town from the Big Sound). This northwest approach is the main water access route to the town. It brings ocean-going and lake cruise ships, freighters, cottagers and local boat traffic. Parry Sound is defined by the natural beauty of its location. This rugged beauty was portrayed by Canada's most celebrated painters, the Group of Seven, during the era that the Pump House represents. Its architectural style ("Victorian Eclectic") helps maintain that "sense of place". Sitting on the interface between the Town and the body of water that supports its economy and gives it its name, it is a metaphor for that relationship.

Heritage Attributes:

Pump house building (to the west)

- Local random course rubble masonry which forms the foundation of the residential quarters;
- String course of raised bricks on the pump house which carries around the building and outlines a tripartite arch on the western facade;
- Brick masonry upper walls;
- The form of the arched window and all openings in the masonry (stone and brick).

Adjoining Victorian Eclectic Residential Home (to the east)

			<ul style="list-style-type: none">- Local random course rubble masonry which forms the foundation of the residential quarters;- Two storey brick masonry rectangular structure, with patterned cedar shingles in the gable end walls;- Bay window with arched centre light and raised string course of brick similar to that of the pump house facade;- Projecting upper floor supported by three large wooden brackets and the top of the bay window; and- The form of all openings (door and window) in the masonry (brick and stone) walls.	
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The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Canada Post and Other Federal Services in Parry Sound

TOMRMS File Number:

Spokesperson(s) Name, Title, Department

Clayton Harris, CAO, Administration

Purpose of Report:

To respond to the Federal governments request for feedback regarding the Post Office property in Parry Sound being available for housing development.

Resolution 2024

WHEREAS 74 James Street (Parry Sound Post Office) has been listed on the Directory of Federal Real Property as available for housing development;

AND WHEREAS the status of the federal listing is "Open for Feedback";

AND WHEREAS Parry Sound's Post Office is a district sorting and distribution hub;

AND WHEREAS there are other important government services provided in the building;

AND WHEREAS the services offered by Canada Post and the other government agencies are important to the businesses and residents in West Parry Sound; and

AND WHEREAS the employment created through the provision of these services is important to the local economy:

THEREFORE BE IT RESOLVED THAT:

In response to the federal government's request for feedback, the federal government and Canada Post Corporation be advised that the Town of Parry Sound strongly supports Canada Post services, the services offered by Service Canada out of 74 James Street and that the associated jobs remain in the Town of Parry Sound;

AND THAT this resolution be forwarded to the other six (6) area municipalities that together comprise West Parry Sound; and

AND THAT this resolution be forwarded to MP Scott Aitchison and MPP Graydon Smith.

Relationship to Strategic Plan:

Core Service? yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Economic Development

Background:

Staff have become aware that the Government of Canada is making Federal properties available for housing development. The property at 74 James Street which contains the Parry Sound Post Office is on the list. Although the property is on the list it is marked as "open for feedback".

The property contains a three-storey post office constructed in 1932. The building has been in continuous use as a post office and other government services since its construction. In addition to the post office the building houses services important to the community. This includes one-stop service delivery for a wide range of federal programs and services. Internet access and assistance locating and applying for government programs including Employment Insurance, Social Insurance Numbers, Canada Pension Plan, Old Age Security and passports, as well as Apprenticeship Incentive Grant, Canada Education Savings Grant, Pleasure Craft Licences and others. Not only are the services important, but also the employment they create.

The Town of Parry Sound is the regional economic hub serving all West Parry Sound. These services and the employment they create are critical to the community.

Advantages and/or Disadvantages of Staff Recommendation:

No disadvantage to providing comment.

Alternatives:

NA

Cost/Financial Impact:

NA

Included in Current Budget:

Attachments:

NA

Director Approval NA; Date:

CAO Recommendation for Council Approval:



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Renaming a Section of Parry Sound Drive

TOMRMS File Number:

Spokesperson(s) Name, Title, Department

Clayton Harris, CAO; Mike Kearns, Director of Public Works

Dave Thompson, Director of Development and Protective Services

Jeff Thom, Economic Development Officer

Purpose of Report:

To award the RFP for the renaming of a section of Parry Sound Drive.

Resolution:

That the award of the RFP for the renaming of the section of Parry Sound Drive be awarded to Connor Industries for their bid of \$50,000;

That the section of Parry Sound Drive be renamed Connor Drive;

That the Town advance the net proceeds, estimated at \$30,000 to the Recreation and Cultural Centre Municipal Joint Services Board; and

That staff prepare the agreement between Connor Industries and the Town of Parry Sound.

Relationship to Strategic Plan:

Core Service? Yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Organizational Excellence

Background:

There are currently 3 exits off Hwy 400 into the Town of Parry Sound, Bowes Street, Parry Sound Drive near Mill Lake and Parry Sound Drive at Hwy 124. In consultation with staff, having 2 exits off Hwy 400 with the same street can be confusing to visitors to the area and for emergency response. The section of Parry Sound Drive that was recommended for renaming runs from the intersection of Joseph St., Mall Drive and Parry Sound Drive to Hwy 400.

Council recently approved renaming the section of Parry Sound Drive and directed staff to issue an RFP. The RFP was broadly distributed, and the Town received inquiries from interested parties. The street name has exposure to all north and south bound traffic (approx. 16,000 vehicles a day) on that section of HWY 400.

The RFP was issued on October 3rd and the deadline for submissions was November 4th at 4:00. The objective is to complete the renaming prior to the end of the current fund-raising campaign for the Recreation Centre where funds raised up to \$100,000 will be matched. The fundraising campaign ends on November 24, 2024. The minimum bid per the RFP was \$45,000. One bid was received and the winning bid from Connor Industries is for \$50,000. Their submission proposed renaming the road Connor Drive.

From an emergency services perspective The Director of Development and Protection Services has confirmed the proposed name doesn't conflict with any existing street or road names. The First Nation of Wasauksing was advised in July 2024 the Town would be renaming a section of Parry Sound Drive following which on October 1, 2024, a copy of the staff report to Council, recommending an RFP be issued and the draft RFP was provided. On November 7th they were advised a compliant bid had been received in response to the RFP and on November 15, 2024, a copy of the Council report identifying the successful proponent was provided. At the time of writing this report no comments have been received.

At this point it's uncertain the cost of replacing the signage at intersections in Town and to replace the signs on Hwy 400. Staff recommend setting aside a provision of \$20,000 for signage leaving estimated net proceeds of \$30,000 for the new Recreation Centre.

The 3 exits, 2 with the same name were created when Hwy 400 was extended north of Parry Sound by the province. Accordingly, a letter has been sent to the Minister of Transportation asking that the province cover the cost of replacing the signs on Hwy 400. Should the province agree, the monies saved will also be donated to the new Recreation Centre.

Advantages and/or Disadvantages of Staff Recommendation:

N/A

Alternatives:

N/A

Cost/Financial Impact:

The Town is responsible for the cost of updating the signs. The funds donated to the new Recreation and Cultural Centre will be net of any costs.

Included in Current Budget: N/A

Attachments:

Attachment 1- Submission from Connor Industries

Director Approval DT, MK, JT; Date: November 19, 2024

CAO Recommendation for Council Approval:

Yes



75 Tudhope st, Parry Sound, ON CA P2A 0C6
Phone : 705 746 5875 Fax : 705 746 5876

RFP-2024-030

Attention Clayton Harris/ Jeff Thom

My name is Rod Soucie, and I am writing to propose that the section of Parry Sound Drive from Joseph Street and Mall Drive and Parry Sound Drive to Highway 400 be renamed Connor Drive or Connor Road. This section of the "old" highway holds a significant place in our towns history, and this picturesque route passes by the Connor Industries boat building plant and renaming it would serve as a functional landmark for years to come. Given Mr. Connor's considerable contributions to our town, this location's future historical relevance is an opportunity we should consider.

Bill Connor is the cornerstone of our community through his role as President and CEO of Connor Industries. The Connor brand builds boats recognized from Hudson's Bay to the Caribbean and, has put Parry Sound on the map in the marine community worldwide. Like Bobby Orr is synonymous with Parry Sound, Connor Industries has become integral to Parry Sound. Bill has provided substantial employment opportunities to our residents, contributing to the economic well-being of our town.

Beyond his business acumen, Bill has demonstrated a profound commitment to the community through his quiet yet significant contribution to carious local charities. His generous donations and support have played a crucial role in sustaining community programs on which many depend.

Thank you for considering our proposal in your RFP. We sincerely appreciate your time and attention to this matter. Your consideration of our proposal is a testament to your commitment to the growth and development of the town of Parry Sound, and we look forward to the possibility of continuing to grow with you.

Connor Industries' bid amount for RFP-2024-030 is \$50,000 CDN.

Bill Connor
President
Connor Industries

By

A handwritten signature in blue ink, appearing to be "Rod Soucie", written over a horizontal line.

Rod Soucie
General Manager
Connor Industries



November 7, 2024

Premier Ford
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Via email: premier@ontario.ca

Dear Premier Ford:

Re: Sustainable Funding for Small Urban Municipalities

At its November 6, 2024 Regular Council Meeting the Council for the Town of Midland passed the following Resolution:

WHEREAS it is apparent that the Ontario Government has overlooked the needs of Ontario's small urban municipalities; and

WHEREAS Ontario's small urban municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, water/ wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets; and

WHEREAS an increase of 26% one year, which is a million dollars (roughly 4% tax increase) for Midland and is something never projected;

NOW THEREFORE IT IS RESOLVED THAT The Town of Midland call on the Ontario Government to immediately implement sustainable funding for small urban municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities; and

FURTHER THAT the OPP Billing Model be referred to the Auditor General for review; and

FURTHER THAT Council direct Staff to circulate this resolution to Premier Doug Ford (premier@ontario.ca), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario (amo@amo.on.ca) and all Municipalities in Ontario.

Thank you.

Yours very truly,

THE CORPORATION OF THE TOWN OF MIDLAND

Sherri Edgar

Sherri Edgar, AMCT
Municipal Clerk
Ext. 2210

cc.

MPP, Simcoe North, Jill Dunlop jill.dunlopco@pc.ola.org
Minister of the Solicitor General, Sylvia Jones sylvia.jones@pc.ola.org
Minister of Finance, Peter Bethlenfalvy peter.bethlenfalvyco@pc.ola.org
Association of Municipalities of Ontario (AMO) resolutions@amo.on.ca
All Municipalities in Ontario

Application to Host the Federation of Northern Ontario Municipalities (FONOM) Annual Conference

Background:

The FONOM conference has grown in recent years attracting more than 300 delegates and exhibitors and bringing over \$200,000 of economic activity to the host municipality. The conference forms a significant portion of FONOM's annual operating revenue. Therefore, the host community must maximize revenue through transparent tendering, purchasing goods and services, and careful financial control and management. The successful host will sign a Memorandum of Understanding document, a sample of which is attached to this Application.

Section 1 - Timing

The conference will occur in May each year during the second week and begins on Wednesday at 1:00 pm and last two and a half days.

Day 1 of the conference agenda is a day of pride and excitement. It features an official opening, a welcome from the Mayor of the host municipality and a unique opportunity for the host municipality to showcase its achievements. The day also includes a Minister's Forum, an opening reception, and an evening for the delegates to visit local restaurants for their evening meal.

Day 2 starts with a full breakfast, followed by several plenary and possibly concurrent sessions, and ends with a banquet during which FONOM will present the Executive Award.

Day 3 of the conference is a day of involvement and commitment, featuring the FONOM Annual General Meeting, a number of updates from representatives of the three levels of government, and a Minister's Forum. The conference adjourns by 1:00 p.m., marking the end of a successful event.

During a provincial election year, the committee will try to secure and organize a Leader's Debate.

In what year does your community wish to host the FONOM Conference? (Check one.)

May 11, 12 & 13, 2026 _____

May 10, 11 & 12, 2027 X

May 8, 9 & 10, 2028 _____

Is this a significant year/date for your community? No

If yes, describe the significance of the year and other events that will be occurring in conjunction with this year (e.g. If this is the anniversary of incorporation, will your community be holding other events such as festivals, reunions, etc., during the same year?)

Section 2 – Conference Facilities

The following conference facility guidelines are the minimum required:

- One large conference room able to seat 250 delegates for plenary sessions. Ideally, the room would be furnished with round tables and have a suitable sound system for speakers at the podium and in the audience using several mobile microphones.
- One large banquet room to seat 300 guests with a head table (it may be the same room as the plenary session room above, provided capacity is available).
- Two adjacent rooms for break-out sessions that should seat from 75 to 125 delegates (may be used additional Exhibitors)
- MMAH may offer Ministerial Delegations during the Conference.
- Four to five meeting rooms for Ministerial delegations that can accommodate up to 12 people seated boardroom style, in a venue close to the Conference venue.
- A large area for the trade show should be near the large conference room so that delegates can easily access the exhibits.
- Delegates must be offered high-speed free Internet access connection and good audio equipment available in all meeting rooms.
- Sufficient parking to accommodate delegates, sponsors and exhibitors.
- All facilities above should be accessible to persons with physical disabilities.

In what primary facility do you propose to host the majority of the conference?

Charles W. Stockey Centre for the Performing Arts (aka the Stockey Centre)
2 Bay Street
Parry Sound, ON P2A 1S3

Nicole Mullen
Stockey Centre Manager
Tel.: (877) 746 – 4466, ext. 202
Fax: (705) 746 – 5729
E-mail: nmullen@stockeycentre.com

If there is an additional secondary facility that will be used, please indicate so below.

Bobby Orr Community Centre (BOCC)
 7 Mary Street
 Parry Sound, ON P2A 1E1

April McNamara
 Manager of Parks and Recreation
 Tel.: (705) 746 – 2701, ext. 200
 Fax: (705) 746 - 7461
 E-mail: april@parrysound.ca

Note: Either of these facilities can accommodate a conference very nicely. We have hosted the FONOM previously on four occasions, 2005, 2013, 2018 and in 2023. In 2005, the BOCC was the primary venue, while in 2013, 2018, and 2023 the Stockey Centre (SC) was the primary venue.

Both the SC and BOCC are accessible with elevator service.

Identify below each of the required rooms available in these facilities:

Room Purpose	Room Name	Required Capacity	Actual Capacity
Plenary room	BOCC Hall	250	350
Plenary room	SC Performance Hall	250	230**
Banquet room	BOCC Hall	300	350
Banquet room	SC Performance Hall	300	176
Trade Show area	BOCC Ice Surface	30+ booths*	45 booths
Trade Show area	SC Atrium	35+ booths*	13 booths inside; many outside trailers possible.
Break-out session room 1	BOCC Meeting Room #1	75 to 125	75
Break-out session room 1	SC Prelude Room	75 to 125	75
Break-out session room 2	BOCC Meeting Room #2	75 to 125	75
Break-out session room 2	SC Festival Room	75 to 125	48
Ministerial delegation room 1	SC Prelude Room	12	75
Ministerial delegation room 2	SC Festival Room	12	48
Ministerial delegation room 3	BOCC Private Meeting Rm	12	50
Ministerial delegation room 4	BOCC Meeting Room #1	12	75
Ministerial delegation room 5	BOCC Meeting Room #2	12	75

Please attach floor plans for these rooms and facilities wherever they are available.

* Booths should be 10' in width and 8-10' deep

** SC Performance Hall capacity as Plenary room can be increased by opening doors into the Prelude Room.

Section 3 – Accommodations

Please provide a list of all accommodations in your community that includes the following information: Name, Address, Telephone, Fax, Email, Website and Room rates. A minimum of 300 rooms within a 30 km radius of conference venue is normally required.

Parry Sound Inn & Suites https://sites.google.com/view/parrysoundinn/home info@parrysoundinn.com	292 Louisa Street, Parry Sound, ON Tel: 705-746-2700	64 rooms, \$190/night	
Comfort Inn www.choicehotels.ca/en/copmfort-hotel-cn288	120 Bowes Street, Parry Sound, ON Tel: 705-746-6221	61 rooms, \$145/night	
Knight's Inn http://www.knightsinn.com/hotels/ontario/parry-sound/knights-inn-parry-sound/hotel-overview	72 James Street Parry Sound, ON Tel: 705-746-7666	18 rooms, \$140/night	
Town and Country Motel https://www.townandcountrymotels.net/psoundtown@gmail.com	7 Joseph Street, Parry Sound, ON Tel: 705-746-8671	15 rooms, \$120/night	
Trapper's Choice Inn http://www.trapperschoicerestaurant.ca/	50 Joseph Street, Parry Sound, ON Tel: 705-746-9491	16 rooms, \$89/night	
Jolly Roger Inn & Resort (Super 8) https://parrysoundhotels.net/reservations/ 12 kms from Town	2 J.R. Lane, Parry Sound, ON Tel: 705-378-2461	53 rooms, \$118/night	
Grand Tappattoo Resort http://www.grandtappattoo.com/info@grandtappattoo.com 12 kms from Town	Otter Lake, Parry Sound, ON Tel: 705-378-2208	55 rooms, \$125/night	
Bayside Inn www.psbaysideinn.com	10 Gibson Street, Parry Sound, ON Tel: 705-746-7720	12 rooms, \$113/night	
Sunrise Inn www.parrysoundsunriseinn.ca sunriseinnps@gmail.com	36 Mary Street, Parry Sound, ON Tel: 705-746-9307	19 rooms, \$85/night	
Best Western Plus https://www.bestwestern.com/en_US/book/parry-sound/hotel-rooms/best-western-plus-parry-sound/propertyCode.66133.html	2 Pine Dr., Parry Sound, ON Tel: 705-996-4144	93 rooms \$200/night	

Section 4 – Food Services and Catering

List up to three food service providers for the conference. These food service providers should have had prior experience in providing food service to groups of 300 or more.

Note: The Parry Sound area has 5-star caterers who have provided services for high-end events such as the Bobby Orr Hall of Fame Induction and Celebrity Golf Classic, as well as conferences such as FONOM, OSUM, Great Lakes Cities Initiatives Conference and the CanBic Chemistry Conference through the University of Western Ontario.

As the conference host, we will secure the caterer and work with them on menu selection. A conference favourite is our local Georgian Bay pickerel.

Following is a list of caterers we have worked with on similar events:

Crossroads Restaurant
2 Cardwell Road
Rosseau, ON P0C 1J0
Tel.: (705) 732-4343
E-mail: dine@crossroadsrosseau.com
www.crossroadsrosseau.com

Log Cabin Inn and Fine Dining
9 Little Beaver Blvd.
Seguin, ON P2A 0B2
Tel.: (705) 746-7122
E-mail: info@logcabininn.net
www.logcabininn.net

Di Salvo's Bella Cucina
105 James Street
Parry Sound, ON P2A 1T7
Tel.: (705) 746-4040
E-mail: info@disalvos.ca
www.disalvos.ca

Section 5 – Municipal Resources

Please indicate below what staff resources are available. This person/person(s) should be accountable to the elected representatives of your municipality. (Note that the conference budget does not include expenses for staff.)

Local Conference Chairperson/Contact Person:

Jeff Thom
Economic Development Officer
Town of Parry Sound
52 Seguin Street
Parry Sound, ON P2A 1B4
Tel.: (705) 746 – 2101, ext. 248
Fax: (705) 746 – 7461
E-mail: jthom@parrysound.ca

Additional Contact People (name up to three):

Nicole Mullen
Stockey Centre Manager
Charles W. Stockey Centre for the Performing Arts
2 Bay Street
Parry Sound, ON P2A 1S3
Tel.: (877) 746 – 4466, ext. 202
Fax: (705) 746 – 5729
E-mail: nmullen@stockeycentre.com

April McNamara
Manager of Parks and Recreation
Town of Parry Sound
7 Mary Street
Parry Sound, ON P2A 1C8
Tel.: (705) 746 – 2701, ext. 200
Fax: (705) 746 - 7461
E-mail: april@parrysound.ca

Jayme Young
Community Recreation Coordinator
Town of Parry Sound
52 Seguin Street
Parry Sound, ON P2A 1B4
Tel.: (705) 746 – 2701, ext. 201
Fax: (705) 746 – 7461
E-mail: jyoung@parrysound.ca

What recent conferences has your community hosted in which your municipal staff were involved in organizing?

Conference/Group	Date(s) Held	Number of Delegates
FONOM Conference	2005	192
Great Lakes Cities Initiative Conference	2006	130
Ontario Small Urban Municipalities (OSUM)	2013	270
FONOM Conference	2014	215
FONOM Conference	2018	157
FONOM Conference	2023	248
Canadian Association for Sport Heritage	2024	30

Section 7 – Other Factors

Please list other factors that your community wishes to have considered when the FONOM board reviews conference bids.

The Town of Parry Sound would be pleased to have the opportunity to host the 2027 FONOM Conference. As a past FONOM conference host, the Town has the facilities, experienced staff, and accommodations to host a conference of this size. In addition to the conference facilities there are activities in the area for delegates and their spouses to enjoy, including; golf, 30,000 Island Cruise, Georgian Bay Airways, The Bobby Orr Hall of Fame, scenic trails along the waterfront, a local craft brewery, local distiller, as well as other attractions.

In preparing and submitting this bid to host a FONOM Conference, I/we have read and understand the terms of the Memorandum of Understanding between the Federation of Northern Ontario Municipalities and the Host Municipality(ies) and will sign such an agreement should we be selected as the successful bidder of a conference.

I have the power to bind the Town of Parry Sound:



Clayton Harris, CAO
November 13, 2024

ANNUAL FONOM CONFERENCE
Memorandum of Understanding
Between the
Federation of Northern Ontario Municipalities
And the Host Community
(Sample Only – Will be Signed After Successful
Conference Bidder is Announced)

Guideline for Conference Host Municipality(ies)

Overall the Host Municipality(ies) is responsible for organizing and managing all local conference logistics. The following sets these out.

Communication and Conference Coordination:

- Representatives from the Host Municipality (HM) participate in the Conference Coordinating Committee (CCC) along with conference partner FONOM. This Committee oversees the agenda development, financial terms, communication material and local logistics for each conference etc. This Committee usually meets at least monthly from December/January until the conference.
- Expenses for HM representatives on the CCC are the responsibility of the HM and are not part of the conference budget.

Venue:

- HM works directly with the management of the local venue to reserve appropriate space for all aspects of the conference, ensure access to all rooms, availability of required audio equipment in each conference room and any other equipment needed, and make any other arrangements necessary for full use of the facility by conference delegates.
- Enhanced audio visual services may be necessary in order to meet the ever-expanding technical needs of this conference. In this case, the HM will undertake a tender or call for proposals for these services.
- Municipally-owned facilities used for portions of the conference are provided by the HM rent free.

Meals:

- HM manages all meals and refreshment breaks including ordering all food from the food provider(s). They either work with the onsite caterer, or if there aren't any, hires local caterers or local volunteer organizations to prepare and serve the meals. All aspects of food service before and during the conference are the responsibility of the HM including selecting of menus within the budget allocated.
- HM will manage the entry to mealtime in some manner, for example, meal tickets with conference package or by just using conference name tags. If HM chooses to use conference name tags, they should use different coloured name tags for one, two day or full registration.

Conference Promotion:

- All communication on the conference needs to first be reviewed by the CCC. The early notice and pre-registration packages are normally sent out to municipalities by FONOM.
- In consultation with the CCC, the HM will set up a web site with the conference information. This website will be linked to FONOM.

Conference Budget and Finances:

- The HM will be provided a working budget by FONOM. The HM will tender for provision of all conference services using their own municipal tendering procedures. The HM must have a finance department member at the first CCC meeting so that payment, liabilities, budget and timelines are understood. The HM has discretionary spending abilities within this budget however; the conference partner FONOM should be apprised about the status of the budget at least once a month between January and April.
- The HM will pay to FONOM the total net profit of the conference by July 15 in the year of the conference.

Registration:

- Registration fees are set by the CCC. Normally all delegates are charged registration and speakers are not. This is sometimes a judgment call if speakers decide to come back another day. It can be discussed with the CCC.
- The Conference registration form is fairly standard from year to year. The HM may tailor it each year to indicate the HM, location, local contact names etc. This is then provided to the CCC for their review.
- The early conference notices and registration forms are normally sent to municipalities by FONOM. The HM shall prepare an accommodation lists and

electronic map of area showing conference site and location of accommodation (and anything else the HM might like to include). Timing of the notices is worked out by the CCC.

- The HM is responsible for receiving all the registrations, recording the registrants and collecting and managing all registration fees. All conference funds should be kept in a separate account with inputs and outputs recorded.
- The HM will order and prepare conference name tags for all pre-registered delegates, speakers (usually distinctive from the delegates and exhibitors) and guests.
- In addition to the pre-conference registration work, the HM will set up a registration desk at the conference, to allow pre-registrants delegates, speakers and guests to collect their conference packages and name tags but also to allow for last minute registrations. At this desk, there should be additional name tags. This desk will serve as a “conference central desk” - where any conference or facility related information is available to delegates, messages are given, evaluation forms are deposited etc. It should be visible and easily accessible and staffed throughout all hours that the conference and/or trade show is open to delegates.
- The cancellation policy is that registration fees, less a \$50 administration charge, are refundable only if written notification is received by 7 days before the conference. No refunds will be made after that date however substitutions may be made without financial penalty.

Conference Agenda:

- While the agenda is worked out and finalized by the CCC, the printing of the final agenda is arranged by either FONOM or the HM. The final agenda must be printed in both French and English. Translation is also done by either the HM or FONOM.
- The final agenda includes a letter from each of the FONOM President (with a list of the FONOM Directors) and the Head of Council for the HM.
- The HM, in consultation with FONOM, will recommend two charities for a donation in lieu of speaker gifts.

Conference Packages:

- The HM, in consultation with the CCC, will order the appropriate conference packages (e.g. bags, portfolios etc) and arrange for appropriate logos indicating the name of the conference, the HM and FONOM.
- The HM will acquire the necessary contents of the packages and also fill them prior to the conference. The following should be in the packages:
 - any local promotional material that the HM can acquire
 - a list of final conference pre-registrants
 - FONOM's resolution package and annual report
 - floor plan of the conference facility and, if desired, a map showing local attractions
 - trade show program and map of booth locations
 - any other notices that sponsors may wish to include

Sponsorships:

- The HM, in conjunction with FONOM, is responsible for obtaining all conference sponsorships. Sponsorships can be obtained for meals, refreshment breaks or just for promotion. Due to the long relationship the conference has had with many of its sponsors, there is a "right of refusal" for sponsors from the previous year to sponsor the same event/item.
- The HM will sponsor the Pre-banquet reception, the year prior to hosting the conference, value of \$3,500.00.
- There is a standard conference sponsorship package for potential sponsors to choose from. These fees will be established by the CCC.

Exhibits:

- The HM is responsible for the pre-registration of all exhibit booths. There are standard fees as well for these which are also reviewed annually by the CCC. While many companies, government agencies will contact the HM directly to acquire a booth, the HM may need to also solicit to totally fill the booth spaces. The HM can use the list from the prior year's HM for this purpose using the list that will be provided by FONOM.
- The HM manages this space by allotting the necessary space, assigning the space and communicating with the exhibitors regarding the requirements etc.

Signage:

- Two banners need to be displayed prominently at the entrance to the conference site or on the conference building. The HM is responsible for putting these up and taking them down.
- The HM should also put up any directional signs that may be necessary for the delegates to find the conference facilities including parking, conference rooms, reception areas, booth areas etc. These should be in a bilingual format. The objective is to make it as easy as possible for the delegates to find their way around.
- The HM will also put up signs indicating the various sponsors of the conference.

Post Conference Wrap Up:

- The CCC may meet following the conference to review the lessons learned from that year's conference, review the results of the evaluation forms and make recommendations on how to improve subsequent conferences.
- The HM prepares a Final Report following the conference which outlines such items as:
 - total attendance and profile of delegates (e.g. breakdown by municipality, other etc)
 - final financial statement with revenues and expenditures broken down
 - any suggestions for next year's conference etc.

Signed by:

FONOM Representative

Date

SAMPLE ONLY – DO NOT SIGN AT THIS TIME

Host Community Representative

Date

By signing this document, the Host Community agrees to abide by the terms and conditions as well as timelines outlined in this Memorandum of Understanding.



November 4, 2024

SENT ELECTRONICALLY

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Room 281
Queens Park
Toronto, ON M7A 1A1

The Honourable Sylvia Jones
Minister of Health / Deputy Premier
777 Bay Street, College Park, 5th Floor
Toronto, Ontario M7A 2J3

Dr. Kieran Moore
Chief Medical Officer of Health and Assistant Deputy Minister
College Park, 5th Flr, 777 Bay St.
Toronto, Ontario M7A 2J3

Dear Premier Ford, Minister Jones, and Dr. Moore:

RE: Recommendation for Provincial Oral Health Strategy, Including Evaluation of Current Funding Model.

On behalf of the Board of Health for the North Bay Parry Sound District Health Unit (Health Unit), please accept this correspondence recommending the development of a provincial oral health strategy that includes a remuneration model for dentists designed to promote equitable access to basic preventive and treatment services (whether delivered privately or in concert with public organizations); and an evaluation of the current funding model for oral health services to inform the aforementioned provincial oral health strategy.

Individuals who receive dental care are less likely to have chronic diseases, such as diabetes and heart disease and good oral health is an essential component of overall health status. Equity-seeking populations tend to have complex dental, social and logistical needs, requiring more intensive clinical and administrative resources. Access to publicly funded dental care varies by jurisdiction, whereby access is positively related to the number of providers accepting individuals with these benefits. It is increasingly common within the Nipissing and Parry Sound districts to have no dental providers accepting clients in receipt of publicly funded dental benefits. One reason for this is the provincial reimbursement model for publicly funded dental programs. A 2019 report from the Canadian Centre for Health Economics indicates that the benefits schedule provided by Ontario Disability Support Program (ODSP) represents 30 cents on the dollar for a dental practice. For Ontario Works (OW), dental benefits are noted as a 'discretionary health benefit', that is administered at the municipal level by OW administrators. Both ODSP and OW dental reimbursement fees are generally lower than the suggested fees from the Ontario Dental Association. This discrepancy in reimbursement between public and private insurance providers creates a compounded inequity for individuals and families attempting to access basic preventive and treatment services.

Our Health Unit provides the publicly funded Healthy Smiles Ontario (HSO) and the Ontario Seniors Dental Care

Programs (OSDCP), as well as a Low-income Adult Dental Program (based on local need). These programs are busy with high demand; however, we struggle to recruit and retain dentists as the compensation packages offered in local public health are not competitive with those of private practice. Our district does not have other publicly funded or subsidized dental clinics: we are often the only option. The reimbursement model for publicly funded dental services coupled with the disparity in dentist compensation between public and private sectors, creates a structural inequity for all individuals in receipt of publicly funded dental benefits.

At its meeting on September 25, 2025, the Board of Health carried the following resolution #BOH/2024/09/04:

Whereas, due to the higher earnings potential in private practice, the North Bay Parry Sound District Health Unit (Health Unit) faces difficulties in recruiting dentists, as the compensation packages offered in public health are less competitive than those in private practice; and

Whereas, the demand for basic dental services in the district is very high. Despite its relatively small size, the Health Unit offers one of the larger Oral Health programs among health units in Ontario. This includes the highly-utilized Ontario Seniors Dental Care Program (provincially mandated) and provision of a Low-Income Adult Dental Program (not mandated but based on local need) contributing to the large size of the Oral Health Program in addition to the Healthy Smiles Ontario program (mandated for low-income children and youth); and

Whereas, it is not yet known how or if the Federal dental program will impact the need and level of service in local communities; and

Whereas, equity-seeking populations tend to have complex dental, social and logistical needs, which require more intensive clinical and administrative resources. These challenges drive up the cost of oral care provision, dissuading private practitioners from accepting equity-seeking clients; and

Whereas, there is no central coordination of dental services across the province to ensure that the oral health workforce matches need, and that remuneration models and rates encourage equitable access to basic care across Ontario; and

Therefore, Be It Resolved, that the North Bay Parry Sound District Board of Health (Board of Health) recommends that the Ministry of Health develop a provincial oral health strategy that includes a remuneration model for dentists designed to promote equitable access to basic preventive and treatment dental services throughout the province (whether delivered privately or in concert with public organizations); and

Furthermore, Be It Resolved, that the Board of Health recommends that the Ministry of Health undertake an evaluation of the current funding model for Oral Health services to inform the above-recommended provincial oral health strategy; and,

Furthermore, Be It Resolved, that the Board of Health provide correspondence of these resolutions to the Honourable Doug Ford (Premier), the Honourable Sylvia Jones (Ontario Minister of Health), Dr. Kieran Moore (Chief Medical Officer of Health), Victor Fedeli, MPP (Nipissing), Graydon Smith, MPP (Parry Sound-Muskoka), John Vanthof, MPP (Timiskaming-Cochrane), Michael Sherar (President and CEO of Public Health Ontario), Ontario Boards of Health and *the Association of Local Public Health Agencies (alPHA), Association of Municipalities of*

To: Doug Ford, Minister Jones and, Dr. Moore

Page 3/3

Date: November 4, 2024

Ontario, The District of Parry Sound Municipal Association, and member municipalities.

Sincerely,



Rick Champagne (Nov 7, 2024 13:42 EST)

Rick Champagne
Chairperson, Board of Health

/al



Dr. Zimbalatti (Nov 4, 2024 11:05 EST)

Carol Zimbalatti, M.D., CCFP, MPH
Medical Officer of Health/Executive Officer

Copy to:

Vic Fedeli, MPP, Nipissing
Graydon Smith, MPP, Muskoka-Parry Sound
John Vanthof, MPP, Timiskaming-Cochrane
Michael Sherar (President and CEO of Public Health Ontario)
Boards of Health of Ontario
Association of Municipalities of Ontario (AMO)
The District of Parry Sound Municipal Association
Health Unit Member Municipalities

Enhancing cycling safety in Ontario

Introduction

ONTARIO'S DOCTORS HAVE LONG ADVOCATED THAT PATIENTS FIND TIME FOR EXERCISE, AND HAVE SUPPORTED POLICIES WHICH FACILITATE THIS ENDEAVOUR. INCREASING CONCERN ABOUT THE CHRONIC DISEASES THAT RESULT FROM BEING OVERWEIGHT AND INACTIVE REQUIRES A MORE DETAILED EXAMINATION OF ACTIVITIES THAT CAN PROVIDE MUCH NEEDED EXERCISE FOR ONTARIANS, AND THE BARRIERS THAT CURRENTLY EXIST TO PARTICIPATING IN THIS FORM OF EXERCISE.

Bicycling is an activity that offers the opportunity for both recreational exercise, and exercise that can be incorporated into the tasks of daily life. It provides an easy and cost-effective way for many Ontarians to meet Canada's physical activity guidelines, is accessible to young and old alike, and burns more calories than many other physical activities (see Appendix). However, safety concerns pose a barrier to cycling, as thousands of Ontario cyclists are injured each year.

Ontario's doctors have found that those who cycle for utility or for pleasure are at risk of injury on Ontario's roads, and those who do not cycle regularly report that they are dissuaded by their perceived lack of safety. The OMA hopes to encourage more people to take up this beneficial activity by recommending a number of actions that should be taken to improve cycling safety.

Collisions and injuries to cyclists

Cycling can be a fun and accessible way for people to add physical activity to their daily lives. Bicycles can replace cars or public transit for many trips that people need to take to school, work, or when running errands. However, streets can be dangerous for cyclists who have to make a place for themselves on the road with cars and trucks.

One study reports that "all surveys in both Canadian and American cities clearly indicate that more bike paths and lanes would most encourage people to cycle."¹ The perception that cycling on the road is dangerous is an important barrier to the promotion of this active form of transportation and ultimately a barrier to a healthier population.²

What people fear the most is the chance of getting hit by a car or larger vehicle, and in Ontario this fear is currently warranted. Studies have shown that the perception of safety on the streets is a factor which can encourage or discourage cycling. When people perceive a safety issue, they are less likely to cycle themselves, and will discourage their children from doing so.

Many cyclists are injured and some killed each year in Ontario. According to the Ontario Injury Compass 2009 special report on cycling, there were 26,300 emergency department visits and 1,374 hospitalizations for cycling injuries in that year. These statistics translate into a provincial rate of 11.1 hospitalizations per 100,000 people.³

Whereas falling from the bicycle was the most common cause of injury, 20% of all cycling injury hospitalizations were the result of a collision with a motor vehicle. Of these hospitalizations, the most common injuries were those of the upper limbs, followed by the lower limbs and head injuries. The majority of cycling emergency department visits are for children and youth.

The Ontario Road Safety Annual Report (ORSAR), published by the Ministry of Transportation, looks specifically at collisions. The most recent data show that 12 cyclists were killed and 2,015 injured in reportable bicycle-vehicle collisions in 2008.⁴ Although still high, the reported injuries have decreased since the early 1990s, but bicycle fatalities do not show a clear trend up or down. *Much more has to be done by provincial and municipal transportation departments to make this form of exercise safer.*

Intersections

Although there is evidence of collisions involving bicycles in a variety of traffic settings, intersections pose a particular challenge. Approximately two-thirds of bicycle-car collisions happen at intersections,⁵ suggesting that there is either a problem with the way intersections are designed or the way they are used. The rules of bicycle-vehicle rights of way are not clearly understood by all cyclists or all drivers, and it is likely that cyclists may require special consideration in intersection design.

A great deal is already known about how to engineer safer intersections, and some jurisdictions are currently acting on this knowledge. *Transportation planners must be charged with implementing bicycle safety solutions that have been proven in other jurisdictions, and work to solve any additional challenges that intersections pose for cyclists and drivers sharing the road. Similarly, the OMA recommends that both driver and cyclist educators emphasize intersection-specific challenges.*

Where children ride

Collisions happen frequently when cyclists are riding on the sidewalk and cross on the crosswalk rather than using the road and crossing the intersection with traffic. Not surprisingly, these collisions involve children more frequently than adults, and may happen because drivers are watching for pedestrians and do not see the quickly approaching bicycles on the sidewalk.

It is likely that many of the children riding on the sidewalk are doing so because they or their parents perceive the sidewalk as a safer place to be than riding alongside traffic on the road.

The 2003 Toronto Bicycle/Motor-Vehicle Collision Study showed that young cyclists (under age 16) were over-represented in collisions involving cyclists riding into traffic from the sidewalk. In almost 30% of all collisions, the cyclists were riding on the sidewalk immediately prior to the collision. It was determined that young cyclists were much more likely than adults to have been riding on the sidewalk. This will not come as a surprise to parents, who either instruct their younger children to ride on the sidewalk because it is considered safer, or are aware that their older children choose to ride there for the same reason.

Many municipalities currently permit children to ride on the sidewalk. Due to their cycling skill level and inability to understand and adhere to the rules of the road, it is obvious that very young children should not ride in traffic and should be closely supervised when riding on any road, or for that matter on the sidewalk. It should go without saying that children riding on the sidewalk should be taught by their parents to stop whenever they have to cross a roadway, and make sure that it is safe to cross before proceeding. For young children, the parent or guardian should determine when it is safe to cross, and supervise them doing so.

Apart from the dangers of cyclists riding off the sidewalk into traffic, or crossing intersections or crosswalks when drivers don't expect them to be there, sidewalk riding is not ideal for pedestrians or cyclists. If there were safer, designated places to ride, children might feel more comfortable riding on streets and their parents might be more willing to permit this.

As an overall goal, Ontario's doctors believe that a cycling infrastructure of bike lanes and paths should be safe and seamless enough for parents to feel comfortable letting their children ride on the road in these lanes. It is especially important that bike lane networks are connected, and cyclists aren't left stranded in mixed traffic. Bike lanes that are separated by a barrier from vehicle traffic may prove to be a little safer, especially for young cyclists, but the spatial separation from vehicles that comes from a simple painted bike lane is a significant improvement over many current shared road options.

The suburbs

It is important to note that there is a difference for cyclists between major arterial roads in suburban settings and smaller city streets. Suburban thoroughfares are generally larger and traffic travels faster than the tighter downtown streets, regardless of the urban centre examined. These streets are less bicycle-friendly because of vehicle speed issues, but they are also less likely to have bike lanes. They are perceived as more dangerous by cyclists, and by parents of young cyclists. More densely populated urban centres may be where the majority of cycle commuters currently reside, but *investments in cycling infrastructure are equally needed in suburban settings.*

Rural cycling

If suburban roads are considered to be more car-friendly, rural roads present even more of a problem for the cyclists who use them. *Connected networks of roads with paved shoulders would allow for much needed separation between cyclists and fast-travelling vehicles on single-lane rural roads.* Education plays an important part here too though. Both drivers and cyclists need to be trained on how to interact on a fast-moving rural road, just like they must better understand the rules of urban intersections.

Bicycle helmets

Approximately 20% of emergency department visits and hospital admissions related to cycling are for head injuries. Although there are other serious types of cycling injuries, significant attention has been given to head injuries and the protection that bicycle helmets provide. In 1995, bicycle helmets became mandatory for everyone in Ontario under 18 years of age. Cycling-related head injuries have decreased by 45% in provinces with mandatory helmet legislation.⁶ *The use of bicycle helmets is recommended, on and off road, for children and adults alike.*

That said, the prevention of collisions and falls is the much preferred solution. There are many head injuries that bicycle helmets cannot protect against, so the ultimate goal must be to prevent the falls and collisions that result in cyclists hitting their heads.

Critical mass

Interestingly, bicycle-car collisions (as well as collisions involving other vehicles, and pedestrian fatalities) have been observed to decrease as the number of cyclists increases.^{7,8} This is because in places where cycling is well-established, more cyclists on the road has led to both greater driver awareness of cyclists and increased cycling infrastructure, which means fewer cars on the road and lower-speed collisions between different kinds of travellers.

In the Netherlands, for example, where cycling comprises approximately 26% of utility trips (to school, work, the grocery store, etc.), cycling is much safer.⁹ The rates of cycling fatalities in the Netherlands have been tracked against rising and falling cycling rates between 1950 and 2005; when the rates of cycling dipped, the rate of cycling fatalities increased, and vice-versa.¹⁰

Cycling infrastructure

Ontario lags behind four other provinces and two Territories in terms of its bike share of work-trips, and infrastructure may play a part in this.¹¹ While Quebec has a well-established provincial-municipal partnership for developing cycling routes across the

province called la Route Verte,¹² and the government of British Columbia provides partial funding to specific municipal cycling projects as part of the BikeBC program,¹³ Ontario has no such program for cycling infrastructure.

There have been some very small investments by the provincial government to facilitate cycling. Recently (in 2008), the Ontario government introduced the Transportation Demand Management (TDM) grant program, which “provides financial assistance to Ontario municipalities for the development and implementation of TDM plans, programs, and services that promote alternatives to driving alone such as cycling, walking, transit, or carpooling.”¹⁴ This program is in its infancy, and works with a total budget of \$250,000. To date, it has provided 35 municipalities with assistance for various transit and active transportation projects, a few of which have been cycling-oriented.

For example, the Town of Ajax received \$10,695 of the \$22,310 cost for its Bike This Way project, the City of Oshawa introduced the Pedestrian and Cycling Routes project and has been awarded a grant for \$15,500, and the City of Windsor received \$5,000 for its Wayfinding Signage for Cycling Facilities project, which the City will match.

These provincial seed-money contributions are dwarfed by the budgetary contributions of other provinces. Quebec has dedicated \$88.5 million since 1995 to help fund its Route Verte bicycle routes in collaboration with Velo Quebec and various regional partners, and BikeBC has a budget of \$30 million.

Certain municipalities have taken the initiative to encourage cycling and build infrastructure. For example, the City of Ottawa has taken measures to increase bicycle safety and already has more than 540 km of bike lanes and paths.¹⁵ Ottawa’s official 20-year plan is to have over 2,500 km of lanes and paths, and cyclist fatalities in the summer of 2010 prompted a cyclist survey to see which streets need the most urgent attention.¹⁶ Smaller cities, like Barrie and Thunder Bay, are developing networks of paved trails, unpaved trails, bike lanes on city streets, and safe bike parking areas.^{17,18}

As of October 2010, the City of Toronto has created nearly 430 km of bike paths and lanes stretching through parks, rail corridors, the lakeshore, and increasingly in the downtown and nearby neighbourhoods. Toronto still has a long way to go to reach the goal of its 2001 Official Bike Plan, which set out to have 1,004 km of bike paths and lanes by 2011.¹⁹ While some municipalities are taking significant steps toward creating a safer environment for cyclists and encouraging active transportation, the number of bike paths in Ontario pales in comparison to Route Verte, with 4,377 km of bike paths and lanes.²⁰

Ontario’s small funding initiative is focused on providing seed money for projects that promote alternatives to car travel, but they are not specific to cycling and have a number of drawbacks. First, the funding allotments are small, and no funds have been allotted to date for large projects like the construction of paved bike paths or separated lanes. Second, the funding is organized such that there is no inter-municipal coherence to projects such as there is in Quebec.

The TDM program leaves the prioritization and planning of cycling infrastructure (and other local transportation projects in general) to municipalities, instead of putting the provincial government in the lead in creating an integrated cycling plan. Given that there is no overarching provincial plan to promote active commuting and to fund bike lanes and paths, the progress in developing cycling infrastructure in Ontario may continue to be disjointed and slow.

Improving cycling infrastructure, i.e., creating safe, connected routes with dedicated cycle lanes, is essential to reducing injury and also reducing the barrier that safety concerns play in dissuading people who might otherwise consider bicycle trips. Ontario needs a comprehensive policy that supports municipalities in building a safer infrastructure for cycling.

The OMA recommends that the provincial government develop policy and programs, including funding, to facilitate cycling infrastructure. Municipal governments have the responsibility to build a significant portion of the much-needed cycling infrastructure, and it is the OMA’s hope that they will redouble their efforts. Improved infrastructure will make cycling a safer activity.

Driver and cyclist education

Oregon is considered the most bicycle-friendly state, and has reported a very significant modal shift to cycling for utilitarian trips.²¹ The state has revised its Driver’s Manual to include a section called Sharing the Road, which outlines the laws and etiquette surrounding driving on roads used by cyclists.²²

With respect to education and awareness, the Ontario Drivers’ Manual includes very little information about bicycles on the road.²³ The current manual provides information about the turning hand-signals cyclists use, and that drivers should be aware that cyclists may be on the road if there is a sign that indicates a bike lane (images of signs are shown). However, the manual does not include any information about intersection rules, lane sharing, and road-use etiquette for cars and bikes together. It does not outline for drivers that bikes are obliged to behave like cars, and that the same rules apply to cyclists as to drivers.

The manual does not include images of bike lanes or sharrows (shared lane markings) in the section that shows pictures of lanes in streets and explains how to change lanes. Given that there are a variety of ways that bike lanes can be marked, adding images of what these look like for a new driver will assist them to learn how to operate their vehicle where these lanes are present. There is also no section in the manual that explains how to safely cross a bike lane when a driver wants to turn at a street or parallel park.

Further, the manual does not provide information about bike boxes or bike traffic lights, or what drivers should do when these are incorporated into an intersection. There is no explanation for how to determine who has the right of way in certain circumstances — for example, when a cyclist who is travelling straight ahead, and a driver who is turning right, are stopped beside each other at an intersection, who goes first?

Finally, the manual does not indicate to drivers that bikes might change lanes, or how they would change lanes, or that cyclists are expected to use the left-hand turning lane, when there is one, to make a left-hand turn.

According to ORSAR, the blame for bicycle-car collisions in Ontario, in terms of who is following the proper rules of the road and

safety precautions, is split fairly evenly between cyclists and drivers.

It is clear that cyclists must become better informed about the rules of the road with respect to motorized vehicles, and drivers must become better informed with respect to the rights of cyclists.

As a first step, *the OMA recommends that the Ontario Drivers' Manual include a comprehensive section on vehicle-bicycle interaction, and furthermore that Ontario's Drive Test also include this important information in the examination of new drivers.* As most adult cyclists are also licensed drivers, this education would serve a dual role of educating cyclists too.

The OMA also recognizes the importance of the ongoing delivery of bicycle safety education for young children, through such programs as Can-Bike, but believes that bicycle safety training is so important that it should be mandatory for all Ontario primary school students.

Conclusion and recommendations

Creating a safe environment for cyclists of all ages is an important step toward a healthier population. Ontario needs to take steps to address bicycling safety in a comprehensive manner. There is a clear need for the provincial government to take the lead in the creation and maintenance of a safe environment for cyclists in both urban and rural settings. It is the legal right of cyclists to use the roads along with drivers, and it is of the utmost importance that they be able to do so safely and without fear.

Besides preventing many deaths and injuries each year through infrastructure investment and education, the province has a great opportunity to improve population health by facilitating the exercise that cycling provides.

The problem of inactive and unfit children and adults is well-known and has garnered a lot of media and scientific attention of late. Our aging population often faces a limited set of opportunities for physical activity, and cycling is an excellent way for older people to get outside, stay active, and to maintain mobility within their communities. Encouraging active transportation is one very easy and effective way for Ontario to address these health issues.

Cycling is an important form of exercise and the OMA hopes to encourage this beneficial activity by recommending a number of actions to improve safety. Creating a safe environment for cyclists is a crucial part of creating a healthier population. Toward this goal, the OMA recommends the following:

- That both provincial and municipal transportation departments do more to make cycling safer.
- That the provincial government develop policy and programs, including funding, to facilitate safe cycling routes.
- That municipal governments, which have the responsibility to build a significant portion of the much-needed cycling infrastructure, redouble their efforts to do so.
- That bike lane and bike path networks should be safe and seamless enough for parents to feel comfortable permitting their children to ride on them.
- That bike lane networks be connected so that cyclists aren't left stranded in mixed traffic.
- That transportation planners in Ontario be charged with implementing solutions that have been proven in other jurisdictions, and work to solve additional challenges that intersections pose for cyclists and drivers sharing the road.
- That investments in cycling infrastructure be made in suburban settings as well.
- That connected networks of roads with paved shoulders are needed in rural settings, to allow for the much needed separation between cyclists and fast-travelling vehicles on rural roads.
- That the Ontario Drivers' Manual be revised to include a comprehensive section on vehicle-bicycle interaction, and furthermore that the Ontario's Drive Test include this in the examination of new drivers.
- That the ongoing delivery of bicycle safety education for young children through such programs as Can-Bike be supported, and that such training be mandatory for all Ontario primary school students.
- That education material for both drivers and cyclists emphasize intersection-specific dangers.
- That the use of bicycle helmets is strongly recommended, on and off road, for children and adults alike. □

Appendix:

Health Benefits of Cycling

The health benefits of cycling have been clearly demonstrated and documented.²⁴⁻²⁷ Two-thirds of Canadians are inactive and 24% are obese.²⁸ These are serious health threats that put individuals at increased risk of chronic disease and pose a significant burden on the health-care system.

The Canadian Society for Exercise Physiology recently updated the Health Canada physical activity guidelines. These guidelines recommend that to achieve health benefits, everyone 18 years of age and older should accumulate at least 150 minutes of moderate-intensity to vigorous-intensity aerobic physical activity per week, in bouts of 10 minutes or more.²⁹

This is considered to be a minimum activity threshold for health, and to help prevent chronic illness, with more activity considered to be better for health outcomes.

The exercise guidelines of the American Heart Association are similar, and along with The American College of Sports Medicine (ACSM), they recommend that to lose weight or maintain weight loss, 60 to 90 minutes of moderate exercise five days a week, or from five hours to seven-and-a-half hours per week, is required. Bicycling can offer this moderately intense workout.

Cycling also provides the opportunity for exercise during non-recreational, utility trips to work, to shop, for food and for entertainment. Cycling is both a viable mode of transportation as well as a recreational opportunity, especially in urban centres where approximately 85% of Ontarians live.

For the many people who think that they are too busy to designate time for exercise, or don't want to go to a gym, active

commuting can provide the recommended amount of weekly exercise. Only a few Ontarians live close enough to walk to work, but many more live within cycling distance and could achieve the recommended weekly exercise by bicycling, at least for the spring, summer and fall.

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The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Agenda November 19, 2024

Subject:

Amendments to the Parking and Traffic Control By-law

TOMRMS File Number:

T02 - Parking

Spokesperson(s) Name, Title, Department

Allison Kreuger Municipal Law Enforcement Officer, Development and Protective Svcs.

Purpose of Report:

To bring to Council a housekeeping amendment to the Parking and Traffic Control By-law 2019-6912 for the Town of Parry Sound.

By-law 2024 - 7454

Being a By-law to amend the Parking and Traffic Control By-law 2019-6912.

Relationship to Strategic Plan:

Core Service? Yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan: Quality of Life

Background:

This is a simple housekeeping amendment to the Town of Parry Sound Parking and Traffic Control By-law which will update the wording of section 4.12(a) and an inclusion of a component of Schedule "O".

The wording of section 4.12(a) is being changed upon the recommendation of the office of the Ministry of the Attorney General after review of this section for short form wording and set fine approval. This will not impact the meaning of the section just clean up the wording.

Schedule "O" is being updated to include wording that was omitted during the last amendment of the by-law but was previously included and intended to be a part of the by-law.

Advantages and/or Disadvantages of Staff Recommendation:

Advantages - The amendments will update a few housekeeping issues in the Parking and Traffic Control By-law.

Alternatives:

That Council do not pass the housekeeping amendment to the Parking and Traffic Control By-law 2019-6912.

Cost/Financial Impact: N/A

Included in Current Budget: N/A

Attachments:

Attachment #1 - Draft Amendment for the Parking and Traffic Control By-law 2019-6912.

Director Approval Dave Thompson; November 19, 2024

CAO Recommendation for Council Approval:

Yes

The Corporation of the Town of Parry Sound

By-Law 2024 – 7454

Being a by-law to amend By-law 2019-6912,
the Parking and Traffic Control By-law

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 10(1)* authorizes a municipality to pass by-laws prohibiting or regulating parking on highways and on properties other than highways; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 35* authorizes a municipality to pass by-laws removing or restricting the common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 63(1)* provides that if a municipality passes a by-law for prohibiting or regulating the placing, stopping, standing or parking of an object or vehicle on a highway, it may provide for the removal and impounding or restraining and immobilizing of any object or vehicle placed, stopped, standing or parked on a highway in contravention of the by-law and subsection **170 (15)** of the *Highway Traffic Act* applies to the by-law; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, sections 100 through 101* authorizes a municipality to pass by-laws for prohibiting unauthorized parking on private or municipal property; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 439(2)* provides that a municipality may pass a by-law for the purposes of providing a procedure for the voluntary payment of penalties out of court in cases where it is alleged that a by-law related to the parking, standing or stopping of vehicles has been contravened; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 391* provides that a municipality may pass by-laws imposing fees or charges for the use of its property including property under its control; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 425* provides that any person who contravenes any by-law of the municipality passed under this Act is guilty of an offence; and

Whereas the *Municipal Act, 2001, S.O. 2001, c. 25, section 439* provides that the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the contravention, is guilty of an offence; and

Now therefore the Council of the Corporation of the Town of Parry Sound enacts as follows:

1. Section 4.12(a) is amended to read:

The Corporation of the Town of Parry Sound

By-Law 2024 – 7454

a) No person shall park on a portion of the boulevard that is not intended for use by vehicles and/or a portion of the boulevard between the sidewalk and curb.

2. Schedule “O” is replaced by:

Time Limit Parking in Specified Locations – Exemption Upon Paying Prescribed Fees

Monthly parking permits can be purchased for a \$50.00/month fee which includes HST in the following Municipal Public Parking Lots and Municipal Public Streets:

Location	Monthly Permit Fee
St. Andrews Lot	\$50.00/month
Miller Street Lot	\$50.00/month
Gibson Street Lot	\$50.00/month
James Street Upper Lot	\$50.00/month
Gibson Street – 3 spaces abutting the Post Office rear parking lot	\$50.00/month

Daily parking permits can be purchased for a \$10.00/day fee which includes HST. The location of said parking and duration is at the discretion of the Director of Public Works, the By-law Enforcement Officer or their designate.

Overnight parking permits for Champagne Street Boat Launch and Mill Lake Boat Launch for parking between 11:00pm – 5:00am can be purchased for \$10.00/night which includes HST.

3. This By-law comes into force and effect on the date of its passing.

Read a First time this 19th day of November 2024.

Mayor Jamie McGarvey

Clerk Rebecca Johnson

Read a Second and Third time, **Passed, Signed** and **Sealed** This 19th day of November 2024.

Mayor Jamie McGarvey

Clerk Rebecca Johnson



The Corporation of the Town of Parry Sound

Council Report and Recommendation

Open Council Meeting November 19, 2024

Subject

Zoning By-law Amendment - Z/24/03 - 21 Belvedere Avenue (Belvedere Heights)

TOMRMS File Number

D14

Spokesperson(s) Name, Title, Department

Jeremy Rand, Manager of Planning, Development & Protective Services

Purpose of Report

To provide recommendations to Council on the application to rezone the lands to permit an expansion of the existing building to facilitate 22 additional long term care beds.

By-law 2024 - 7455

Being a By-law to amend By-law No. 2004-4653 (The Zoning By-law), as amended, for 21 Belvedere Avenue and legally described as Lot 1, East Side of Belvedere Ave and Part 2, East Side of Belvedere Ave, Plan 121; Part of Hotel Grounds, North East Side of Belvedere Ave, Plan 137 and Part of Lot 1, West Side of Bayview Road, Lot 2, West Side of Bayview Road, Plan 121 in the Town of Parry Sound.

Relationship to Strategic Plan

Core Service - Yes

New Service, Project or Program? No

Identify the Relationship to Council's Strategic Plan? - Yes - Quality of Life & Economic Growth

Background:

The subject lands currently contain a Long-Term Care Home with 101 Long Term Care Beds.

The application proposes to increase the number of Long-Term Care Beds permitted from the existing 101 to 123. Additionally, the application permits an Exterior Side Yard setback of 0.65 metres instead of the required 6.0 metres and permits a Lot Coverage of 36.2% instead of the permitted 30.0%.

The subject lands are approximately 1.2 hectares in area with approximately 55.5 metres of frontage on Bayview Road and approximately 225.0 metres of frontage on Belvedere Avenue.

A proposed overall site plan is included as Attachment #2 to this report.

Site

The subject lands contain an existing Long Term Care facility and associated parking. The property is mainly level and outside of developed areas, contains grassy landscaped areas and some mature treed vegetation.

Surrounding uses are low density residential in nature. An Apartment Dwelling exists to the south of the subject lands. To the west of the subject lands is a parking area and a trail connection with stairs that lead to the fitness trail.

Proposal

The applicants are proposing an addition and renovation to the existing long term care facility located on the property. The proposed development would add 453.2 square metres of lot coverage to the property. The proposed development would facilitate an additional 22 long term care beds.

The proposal would require a number of exemptions from the Zoning Bylaw as follows:

1. 123 Long-Term Beds instead of the existing 101,

2. Permit an Exterior Side Yard Setback of 0.65 metres instead of the required 6.0 metres; and
3. Permit a Lot Coverage of 36.2% instead of the permitted 30.0%

The site plan for the area of the proposed addition is shown in Attachment #3.

An aerial photograph of the property is shown in Attachment #4.

Analysis

Provincial Policy Statement

All decisions of Council regarding planning matters must be consistent with the Provincial Policy Statement (PPS).

The New Provincial Policy Statement was approved in October of 2024. While the intent of the PPS is to be read in it's entirety, the following sections are most relevant to this application:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities:

Section 2.1: Planning for People and Homes

6. Planning authorities should support the achievement of complete communities by:
 1. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 2. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 3. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.8: Employment

1. Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed 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) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
 - e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Chapter 3.1 General Infrastructure and Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) leverage the capacity of development proponents, where appropriate; and
- c) are available to meet current and projected needs.

2. Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

Staff would note that the proposal is an expansion of an existing Long Term Care Facility. The application would permit additional long term care beds which are in short supply within the Town and broader West Parry Sound area. As well, given that the development is proposed on an existing developed site, no additional expansion of services is required which will leverage existing infrastructure in the community.

Staff are therefore of the opinion that the redevelopment of the site would be consistent with the Provincial Policy Statement.

Town of Parry Sound Official Plan

The proposed Zoning By-law Amendment must comply with the Official Plan.

The subject lands are located within the Residential Medium Density designation of the Town of Parry Sound Official Plan.

Section 2.5.1 of the Official Plan states that Parry Sound is the largest serviced urban centre along the eastern Georgian Bay shoreline, and will be a regional focus and service centre for economic, social, health, cultural and recreational activity in Parry Sound District and throughout the Georgian Bay region. Parry Sound is the gateway to the 30,000 islands of Georgian Bay, one of the province's major natural and recreational amenities.

Section 2.5.2 of the states that Parry Sound operates as a regional centre, providing services to a broad area along the Georgian Bay coastline and inland to the surrounding communities. This regional influence is recognized and will be promoted.

Section 2.8.2.1 states that The Town will ensure the compatibility of and between land uses as far as possible by protecting in the case of residential properties, the private

enjoyment of these lands; and in the case of commercial properties, the security and continuity of these areas against non-commercial uses.

Section 2.8.4.2 states that Development will be directed to locations where an appropriate level of municipal infrastructure exists or can be made efficiently available, and will occur at a density or intensity that is supportable by the Town's servicing and infrastructure.

A site plan agreement has been submitted for the proposed development. Through the site plan process it was noted that a zoning amendment application would be required in order to accommodate the proposed development.

Through the site plan process, servicing and traffic have been reviewed by the Town's engineering peer reviewer. No concerns were noted with respect to traffic or servicing.

Section 3.1.1.6 states that Institutional uses (including schools and churches) may be permitted in all residential designations provided that such development can maintain the residential character of the area in which it is located. Such facilities will be located with direct access or close proximity to collector or arterial streets.

The applicants have noted that three (3) trees would be removed from the subject lands in order to accommodate the proposed parking area. The proposed site plan agreement will include wording that would require that any additional vegetation that is damaged or destroyed as a result of the proposed development would need to be replaced.

Section 3.1.1.7 states that Compatibility between the various types of residential development as well as between old and new residential areas will be accomplished through appropriate design measures.

Staff would note that the development would consist of an addition to the northern portion of the existing building. That portion of the building is across the road from a parking area. The building additions are proposed to be one storey in height and are not anticipated to exacerbate existing incompatibility issues that exist in the area.

Further, it should be noted that there are an additional 23 parking spaces proposed on site which would be more than required by by-law to accommodate the additional development. Therefore, the additional parking will provide relief from the existing parking deficiency.

Section 3.1.1.10 states that the following criteria will be considered when evaluating proposals for housing intensification and infilling within established neighbourhoods:

- a) availability and adequacy of municipal infrastructure to accommodate the increased demand, including water, sanitary sewers, storm drainage, parkland, and landfill capacity;
- b) off-street parking is adequate;
- c) compatibility with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, parking and amenity area so that a transition between existing and proposed buildings is provided;
- d) existing vegetation is maintained where possible;
- e) community services and other neighbourhood conveniences are accessible;
- f) capability to provide adequate buffering and other measures to minimize any identified impacts.

In response to the criteria listed above, staff would note the following:

- a) The Town's Engineering Peer Review as well as the Public Works Department have reviewed the application and have noted that there is municipal capacity to facilitate the proposed development
- b) Staff would note that the existing parking area is considered to be legal non-complying. Further, the proposed parking area would increase the available on-site parking beyond what would be required to facilitate the proposed development and therefore improving the existing parking situation on the subject lands

c) While the proposed building additions would require relief from the exterior side yard, these additions are proposed to be one storey in height and are not located directly across from the existing residential development on Belvedere Avenue.

d) Outside of three trees being removed as a result of the development, existing vegetation is being maintained on the subject property. It should be noted that a site plan agreement has been applied for and staff are proposing that any vegetation that is damaged as a result of the development above the three proposed to be removed from the parking area will be required to be replaced.

e) the proposed development would not affect the accessibility of community services or other neighbourhood conveniences.

f) With respect to compatibility, it should be noted that all lighting proposed would be required to be dark sky friendly, available on street parking would be increasing, the proposed additions are limited to one storey. Lastly, it should be noted that as the additions are located on the exterior side yard, fencing or visual barriers is not appropriate.

In consideration of the foregoing, staff are of the opinion that the proposed development would meet the general intent of the Town of Parry Sound Official Plan.

Zoning By-law

The subject lands are currently zoned Special Provision 26.39 (Residential Second Density - R2).

The proposed zoning amendment would rezone the subject lands to Special Provision 26. 140 (Residential Second Density Zone - R2).

The purpose of the zoning amendment is to accommodate a renovation and expansion of the existing building on site to facilitate an additional 22 long term care beds.

Specifically, the zoning amendment proposes the following provisions:

- 123 Long-Term Care Beds shall be permitted;

- The minimum Exterior Side Yard shall be 0.65 metres; and
- The maximum Lot Coverage shall be 36.2%.

Currently, 101 Long Term Care Beds are permitted on the subject lands.

With regard to the proposed Lot Coverage, it should be noted that the existing Lot Coverage is approximately 32.5%. The resultant development would increase the lot coverage by 3.7% (453.2 square metres). It should be noted that the total landscaped area proposed is 35.2% (4260 square metres) with the remaining area dedicated towards parking which is proposed to be increased from 55 to 78 parking spots.

With respect to the Exterior Side Yard Setback reduction, staff would note that the impact of this addition is mitigated by the fact that the addition is proposed to be one storey in height. Further, the addition is located directly across from a parking lot. The area directly in front of the proposed addition contains a sidewalk, sodded berm and on-street parking.

Staff are of the opinion that the proposal would meet the general intent of Zoning By-law 2004-4653.

Community Comments

As of the time of writing this report, public comment has not been received.

Agency Comments

Comments received by the Building Department indicate that the subject lands appear to consist of three separately conveyable parcels which may affect the ability to issue building permits. The applicant should ensure that these properties have merged on title.

Comments received by the Fire Chief, Fire Prevention Officer, Manager of Operations and the Water Department all indicate no concerns.

Comments from the Town's Engineering Peer Review, Tatham Engineering indicate the following:

- No concerns from a trip generation perspective as the additional 22 beds will only generate an additional 5 peak hour trips;
- -Based on our review and further considering the local nature of the road network, the access location is acceptable; and
- The Town's water distribution and wastewater collection systems have each been reviewed and can accommodate the proposed additional use within acceptable parameters.

Comments received by CPKC Rail indicate that the subject lands are located within 500 metres of the principal mainline track.

CPKC is generally not opposed to Commercial/Industrial type developments adjacent to our right of way. Notwithstanding that statement, commercial developments should still meet certain recommendations based upon site specific conditions and intended use.

CPKC is not in favour of residential uses that are not compatible with rail operations as the safety and welfare of residents can be adversely affected by rail operations. CPKC freight trains operate 24/7 and schedules/volumes are subject to change.

CPKC's approach to any development or expansion in the vicinity of rail operations is encapsulated by the recommended 2013 Proximity Guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. CPKC continues to recommend that all proposed developments (whether residential, commercial, or industrial) follow the 2013 Proximity Guidelines. It is incumbent upon the developer to incorporate these safety measures to a degree that satisfies the requirements of the relevant agencies issuing building and development permits. The 2013 Proximity Guidelines can be found here:

https://link.edgepilot.com/s/30adb66a/DygZ_23nQUGRpJrSFtJQZw?u=http://www.proximityissues.ca/

In addition, all construction, continued maintenance, access, ingress and egress must be done without entering railroad right of way. This includes but is not limited to maintenance of any equipment, lawn care, snow plowing and emergency exits via windows or doors.

CPKC recommends that the below condition be inserted in all property and tenancy agreements or future offers of purchase and sale for all dwelling units in the proposed building(s):

“CPKC and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, CPKC will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard.”

We would appreciate being circulated with all future correspondence related to developments adjacent to our right of way.

In response to these comments from CPKC, it should be noted that the request clause will be included within the Site Plan Agreement which is registered on the title of the subject lands.

No other comments were received on this application.

Advantages and/or Disadvantages of Recommendation

Approval of the application will result in additional Long Term Care Beds.

Alternatives

1. Council could refuse the application.
2. Council can defer the application for further information

Cost/Financial Impact: Nil

Included in Current Budget: N/A

Attachments

Attachment 1 - Proposed Zoning By-law Amendment

Attachment 2 - Overall Development Plan

Attachment 3 - Area of Proposed development

Attachment 4 - Aerial Photograph of the subject lands

Director Approval DT; Date: November 13. 2024

CAO Recommendation for Council Approval:

Yes

The Corporation of the Town of Parry Sound

By-law 2024 - 7455

Being a By-law to amend By-law No. 2004-4653 (The Zoning By-law), as amended, for 21 Belvedere Avenue and legally described as Lot 1, East Side of Belvedere Ave and Part 2, East Side of Belvedere Ave, Plan 121; Part of Hotel Grounds, North East Side of Belvedere Ave, Plan 137 and Part of Lot 1, West Side of Bayview Road, Lot 2, West Side of Bayview Road, Plan 121 in the Town of Parry Sound

Whereas the authority to pass this by-law is provided by Section 34 of the Planning Act, R.S.O. 1990, c P.13 and amendments hereto;

Whereas By-law 2004-4653 was enacted by the Corporation of the Town of Parry Sound to regulate land use within the Municipality;

And whereas the Council of the Corporation of the Town of Parry Sound deems it advisable to further amend By-law 2004-4653:

Now Therefore the Council of the Corporation of the Town Of Parry Sound Enacts As Follows:

1. Schedule "A" and Section 26 – Special Provisions of By-law 2004-4653, as amended, are further amended by changing the zoning for properties described as Lot 1, East Side of Belvedere Ave and Part 2, East Side of Belvedere Ave, Plan 121; Part of Hotel Grounds, North East Side of Belvedere Ave, Plan 137 and Part of Lot 1, West Side of Bayview Road, Lot 2, West Side of Bayview Road, Plan 121 in the Town of Parry Sound from Special Provision 26.39 (Residential Second Density Zone - R2) to Special Provision 26.140 (Residential Second Density Zone - R2) as shown outlined in red on Schedule "A" attached hereto.
2. Schedule "A" shall form part of this By-law.
3. Section 26 "Special Provisions" of By-law No. 2004-4653, as amended, is hereby further amended by adding the following immediately after S.P. 26.140:

The Corporation of the Town of Parry Sound

By-law 2024 - 7455

“**S.P. 26.140** Notwithstanding the provisions of the Residential Second Density (R2) Zone, lands within the S.P 140 zone shall be subject to the following additional provisions:

1. 123 Long-Term Care Beds shall be permitted;
2. The minimum Exterior Side Yard shall be 0.65 metres; and
3. The maximum Lot Coverage shall be 36.2%.

Except as noted above, all other Uses and Regulations of Section 7, the Residential Second Density (R2) zone, and By-law 2004-4653, as amended shall continue to apply.

4. Schedule 'A' attached hereto is hereby made part of this By-law.
5. This By-law shall come into force and take effect upon the final passing thereof pursuant to Section 34 (21) and (30) of The Planning Act, R.S.O. 1990, c. P.13, as amended.

READ a FIRST time this 19th day of November, 2024

Mayor Jamie McGarvey

Clerk Rebecca Johnson

READ a SECOND and THIRD time, PASSED, SIGNED and SEALED

this 19th day of November, 2024

Mayor Jamie McGarvey

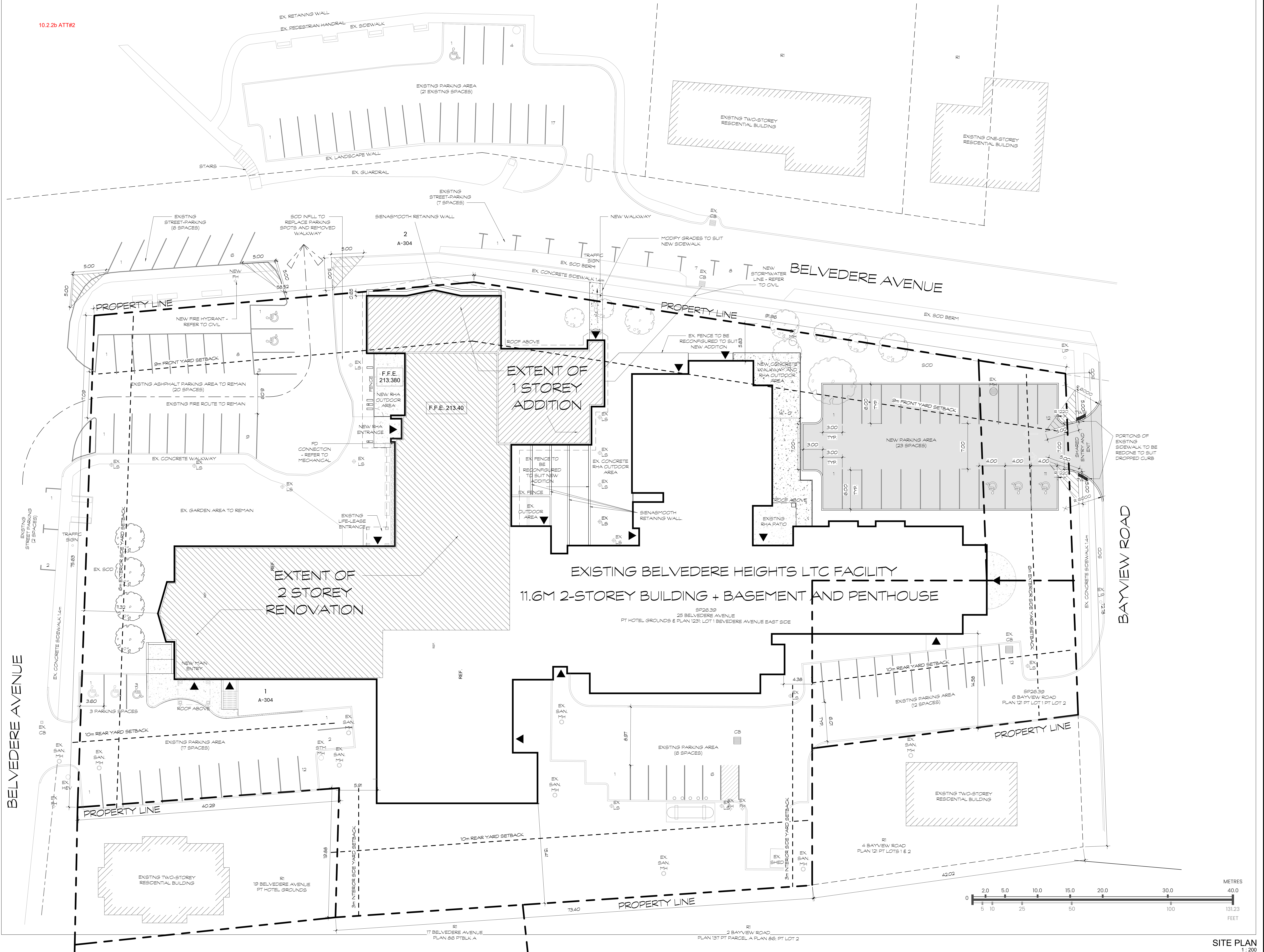
Clerk Rebecca Johnson

The Corporation of the Town of Parry Sound

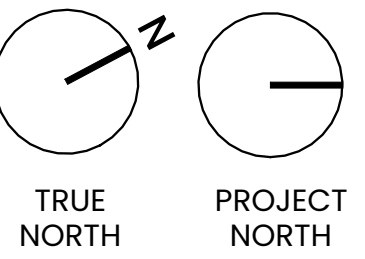
By-law 2024 - 7455

Appendix A





REVISIONS



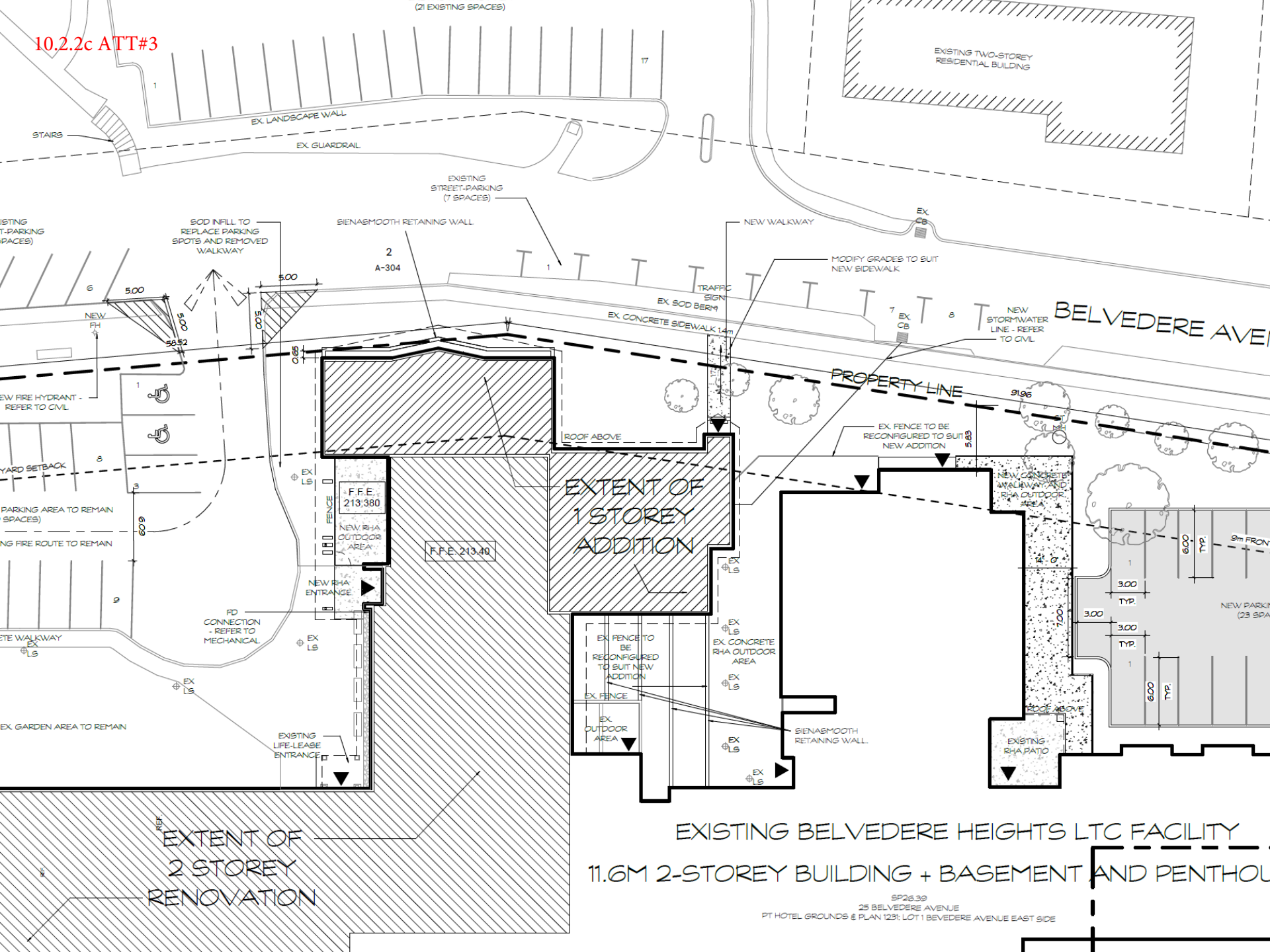
CONTRACTOR SHALL VERIFY ALL DIMENSIONS TO THE WORK AND REPORT ANY DISCREPANCIES TO THE ARCHITECT IMMEDIATELY. THESE DRAWINGS ARE THE PROPERTY OF BELANGER SALACH ARCHITECTURE AND SHALL NOT BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY MANNER OR BE ALTERED IN ANY MANNER OR USED FOR ANY OTHER PROJECT.

NO.	DATE	DESCRIPTION

SITE PLAN
A-3 02

PROJECT No. 24025 DRAWN BY As indicated CHECKED BY AS

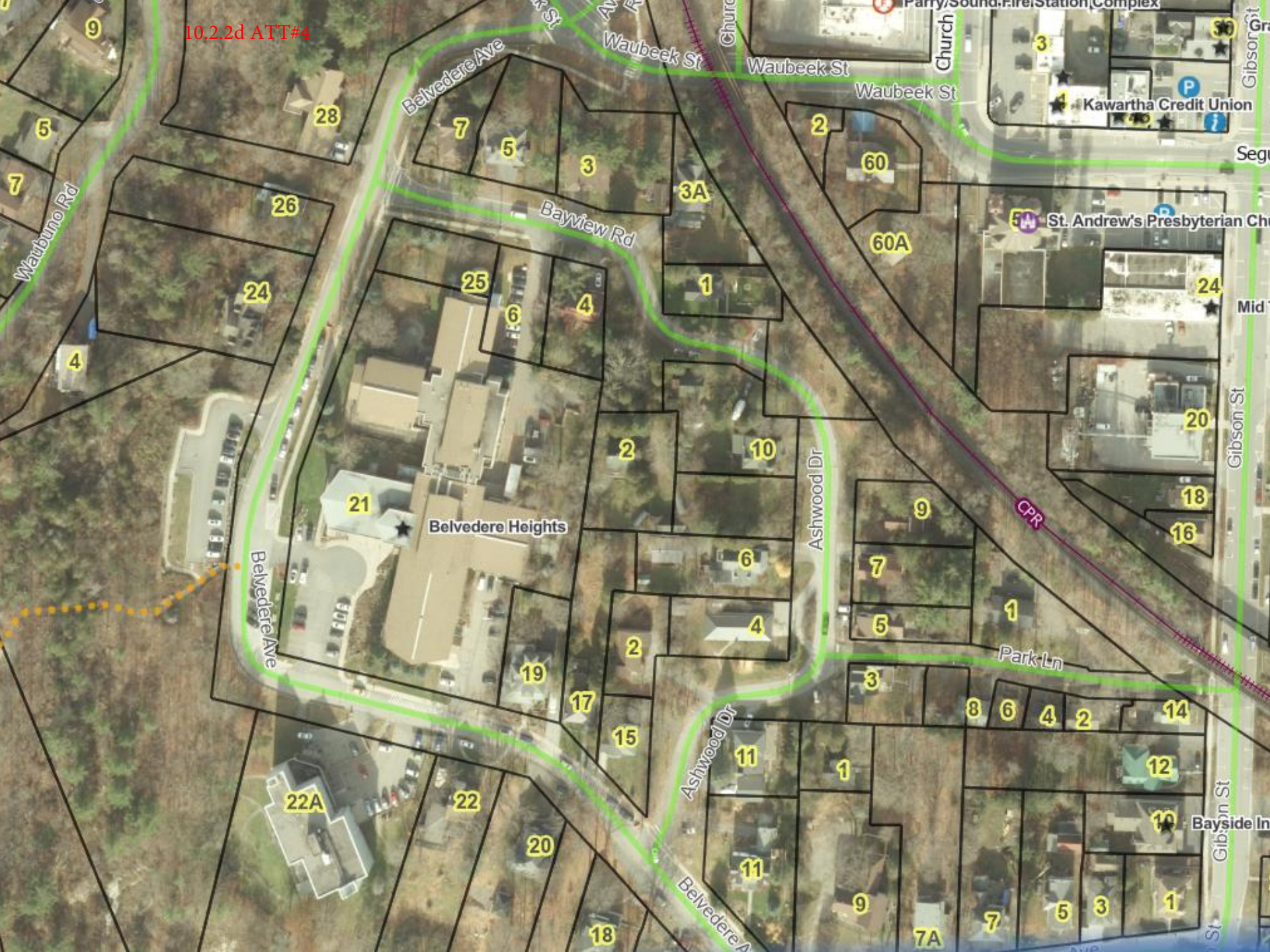
SITE PLAN
1:200



EXISTING BELVEDERE HEIGHTS LTC FACILITY
 11.6M 2-STOREY BUILDING + BASEMENT AND PENTHOUSE

SP26.39
 25 BELVEDERE AVENUE
 PT HOTEL GROUNDS & PLAN 123; LOT 1 BELVEDERE AVENUE EAST SIDE

10.2.2d ATT#4



Belvedere Ave

Waubeek St

Waubeek St

Waubeek St

Wauburno Rd

Bayview Rd

Ashwood Dr

Belvedere Ave

Park Ln

Ashwood Dr

Belvedere Ave

Belvedere Heights

St. Andrew's Presbyterian Church

Kawartha Credit Union

Parry/Sound Fire Station Complex

Bayside Inn

Mid

Gibson St

Gibson St

St

The Corporation of The Town of Parry Sound

By-law 2024 – 7456

Being a By-law to confirm the proceedings of Council.

Whereas Council of the Corporation of the Town of Parry Sound wishes to confirm the proceedings of its Regular Meeting of November 19, 2024

Now Therefore The Council Of The Corporation Of The Town Of Parry Sound Enacts As Follows:

1. The actions of the Council at its Regular Meeting of November 19, 2024, in respect to each resolution and each action passed and taken by Council at the meetings, except where the prior approval of the Local Planning Appeal Tribunal is required, is hereby adopted, ratified and confirmed.
2. The Mayor, or in his/her absence the presiding officer of Council, and the proper officials of the municipality are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required; and, except where otherwise provided, the Mayor, or in his/her absence the presiding officer, and the Clerk, or in her/his absence the Deputy Clerk, are hereby directed to execute all documents and to affix the corporate seal of the municipality to all such documents.

Read a First time this 19th day of November 2024.

Jamie McGarvey, Mayor

Rebecca Johnson, Clerk

Read a Second and Third time, Passed, Signed and Sealed this 19th day of November, 2024.

Jamie McGarvey, Mayor

Rebecca Johnson, Clerk