

CITY OF BELLEVILLE
Matthew MacDonald, Acting Director
Corporate Services Department
Report No. DCS 2017-31
August 28, 2017

To: Mayor and Members of Council

**Subject: Loan Agreement - Appointment of Observer - Belleville Senators
Board of Directors Meetings**

Recommendation:

"THAT pursuant to the Acting Director of Corporate Services Report No. DCS 2017-31 the Chief Administrative Officer be appointed as the Corporation of the City of Belleville's Observer at Belleville Senators Board of Directors Meetings as per the Terms and Conditions of the Loan Agreement."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. This report aligns with each of the City's nine strategic themes and the City's mission statement through the management of the municipal corporation, delivering municipal services that employ best practices in support of our community's vision.

Background:

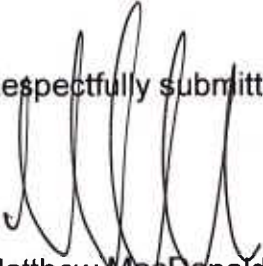
At the regular meeting of Council on September 26, 2016 a Loan Agreement between the Corporation of the City of Belleville, the Belleville Senators Inc. and Mr. Eugene Melnyk was passed via Bylaw number 2016-172 containing the following provision; "**Additional Terms and Conditions, 2.1** *The City Shall be entitled to appoint one observer to attend all meetings of the Board of Directors of the Hockey Club, provided that such nominee shall not be entitled to vote on any matter brought before the Board of Directors. Such observer shall sign a confidentiality agreement reasonably satisfactory to the Hockey Club.*"

As the appointee is noted in the role of observer with no voting rights and in an effort to ensure continuity and the ability to prepare and provide reports to Council staff are recommending that the appointee be the Chief Administrative Officer (CAO). Additionally this position appoints another senior staff member in an acting capacity during prolonged absences from the office which would also ensure that the City is able to be represented at a Board meeting in the event that the CAO was unable to attend.

Conclusion:

Management recommends that Council appoint the CAO as the Corporation of the City of Belleville's Observer at Belleville Senators Board of Directors Meetings.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'M. MacDonald', written over the text 'Respectfully submitted,'.

Matthew MacDonald
Acting Director Corporate Services



APPROVAL BLOCK	
CAO	
DF	
DCS	

CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-07
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "T" Traffic Control Systems Signal Lights
Sidney Street and Lavalee Square

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "T" Traffic Control Systems Signal Lights, Intersection Pedestrian Signal at Sidney Street and Lavalee Square, as outlined in Report No. DCC-2017-07 be prepared for Council's consideration;

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee members reviewed information at their meeting on July 27, 2017. The Senior Project Manager, Engineering and Development Services provided the attached memorandum to the Traffic Advisory Committee.

After review and discussion the Traffic Advisory Committee members are recommending for Council's consideration an amendment to the Traffic By-law Number 12967 to install an Intersection Pedestrian Signal at Sidney Street and Lavalee Square and it is suggested that the current 2 crossing guard locations at Sidney Street and Parkdale Drive and Sidney Street and Auburn Drive be removed and 1 crossing guard be placed at the new Intersection Pedestrian Signal at Sidney Street and Lavalee Square.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "T" (Traffic Control Systems Signal Lights) of By-Law Number 12967 be and the same is hereby amended by **adding** the following:

TRAFFIC CONTROL SYSTEMS SIGNAL LIGHTS

Sidney Street and Lavalee Square Pedestrian Crossing

The cost of a Pedestrian Crossing will depend on the type of crossing that is installed. The exact cost will be provided by staff in the Environmental and Operational Services during 2018 Budget deliberations.

Conclusion:

It is recommended by the Traffic Advisory Committee members that Traffic By-law Number 12967 be amended to install a Pedestrian Crossing at Sidney Street and Lavalee Square and that the amending by-law be given three readings once the crossing is installed. In addition, the Recreation, Culture and Community Services Department will be advised of the suggested school crossing guard changes.

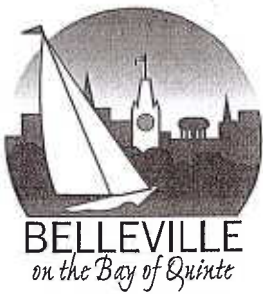
Respectfully submitted,



Christine Stewart
Deputy City Clerk
On Behalf of the Traffic Advisory Committee

CAS/ev

Attachments: Memorandum, Senior Project Manager, Engineering and Development Services
Map



City of Belleville

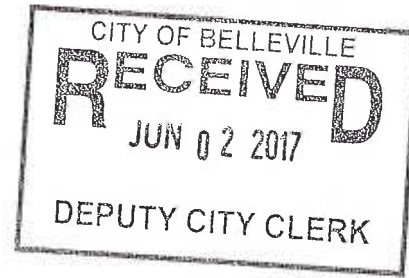
MEMORANDUM

To: Traffic Advisory Committee

From: Barry Simpson,
Senior Project Manager

Date: June 2, 2017

Re: Traffic Advisory Committee Meeting – July 20, 2017
Request for a Mid-Block Crossing at Sidney St and Parkdale Dr



The Engineering and Development Services Department provides the following information regarding the above-mentioned issue.

Similar requests have been dealt with by the Committee in the past dating back to 2007 and most recently at the November 2015 Committee meeting.

The main issue here seems to be the lack of compliance of motorists to the crossing guard. Perhaps increased enforcement is required and/or perhaps consideration could be given to making this area a community safety zone where fines are increased. This area was considered for a community safety zone back in November and December 2007 when the City introduced its first community safety zones on Palmer Road, Harder Drive and Victoria Avenue. However it was not supported for a community safety zone in part due to concerns from the Police Department regarding safety issues associated with enforcement in this area due to the four lanes of traffic and heavy traffic volumes.

Enforcement in these types of areas may now be less of an issue with the recent passing of the Safer School Zones Act. Municipalities now have more tools to fight speeding and dangerous driving including:

- Automated speed enforcement (ASE) technology (i.e. photo radar), which will help catch speeders. Municipalities will have the option to use this technology in school zones and also in community safety zones on roads with speed limits below 80 km/h.
- The ability to create zones with reduced speed limits to decrease the frequency and severity of pedestrian-vehicle collisions in urban areas.
- A streamlined process for municipalities to participate in Ontario's effective Red Light Camera program without the need for lengthy regulatory approval.

In the Parkdale Drive area on Sidney Street there are currently two traffic signal protected crossings located at College Street West (approximately 500 m south of Parkdale Drive) and Cascade Boulevard (approximately 150

The Corporation of the City of Belleville

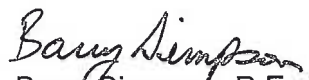
City Hall, 169 Front Street Belleville, Ontario, Canada K8N 2Y8
Telephone (613) 968-6481 | TTY (613) 967-3768
city.belleville.on.ca

m north of Parkdale Drive). In addition to the two signalized crossings there are two school guard crossings on Sidney Street located at Parkdale Drive and Auburn Street. The issue of concern is the effectiveness of the crossing guard being able to provide a safe protected crossing.

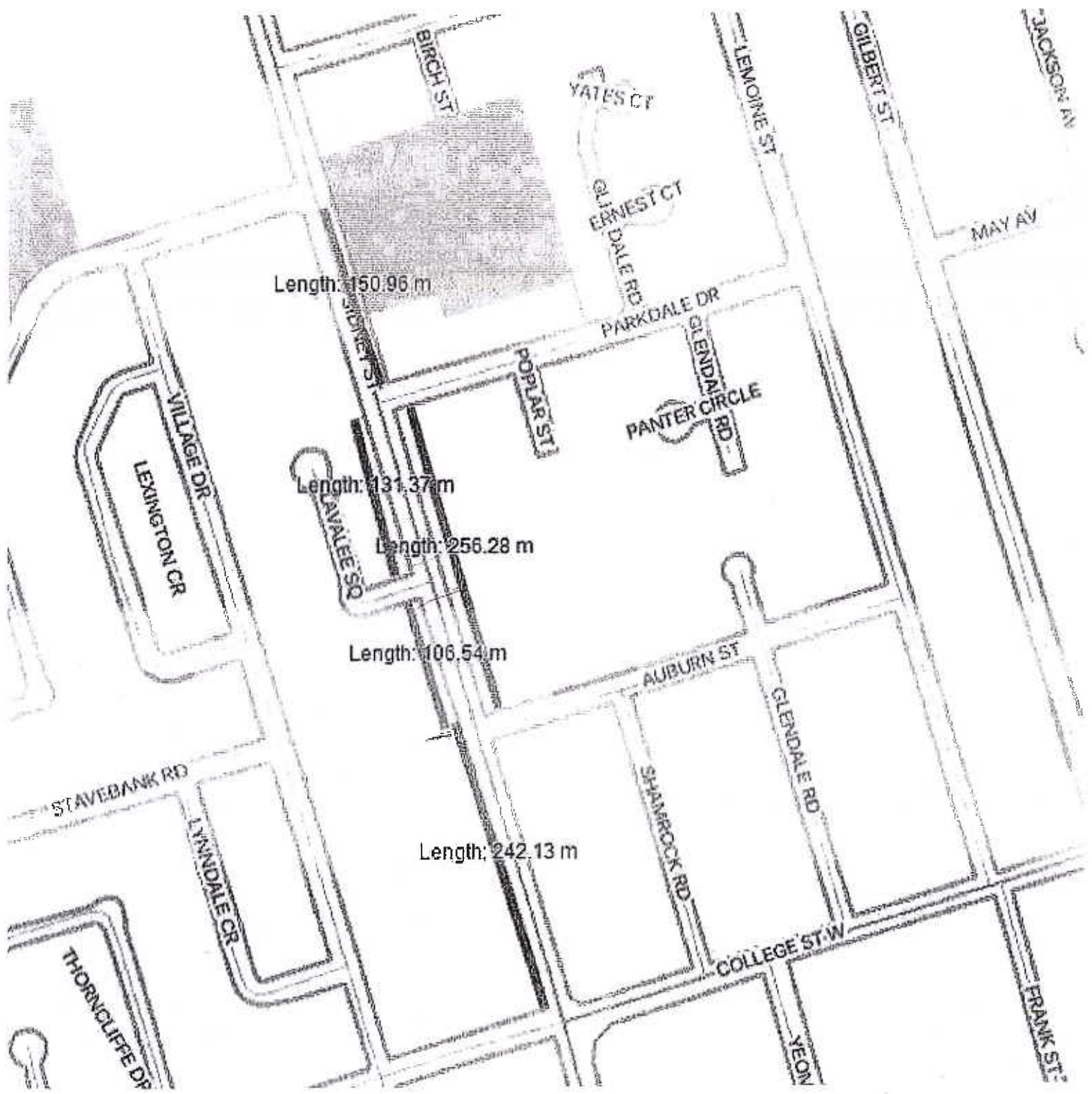
If the Committee would like to consider improving the safety at the crossing guard location(s) consideration could be given to implementing automated speed enforcement technology or providing some form of traffic signal control such as a full set of Traffic Signals, Mid-Block Signals, or Intersection Pedestrian Signals.

In reviewing the area and separation distances our Department would suggest that signals installed at Auburn Street and especially Parkdale Drive would not be preferable given their proximity (approximately 240m and 150 m respectively) to the adjacent signalized intersections at College Street West and Cascade Boulevard. However, located approximately midblock between Parkdale Drive and Auburn Street is Lavalee Square which would be a preferred location if consideration is given to providing some form of traffic signal control. Lavalee Square is located approximately 130 m south of Parkdale Drive, 106 m north of Auburn Street, 280 m south of Cascade Boulevard and 350 m north of College Street West (See attached map).

If the Committee recommends installing some form of traffic signal control at Lavalee Square our Department would recommend that the Recreation Culture and Community Service Department be consulted to discuss eliminating the crossing guard locations at Parkdale Drive and Auburn Street. In addition consideration could be given to providing a crossing guard at the Lavalee Square traffic signals to assist children crossing as is done at the Intersection Pedestrian Signal on College Street at Lemoine Street for added safety.


Barry Simpson, P.Eng.
Senior Project Manager

Attachment



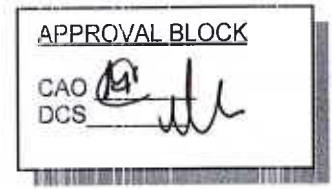
Length: 150.96 m

Length: 131.37 m

Length: 256.28 m

Length: 106.54 m

Length: 242.13 m



CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-08
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "B" Parking Restrictions
Dafoe Street

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "B" Parking Restrictions on Dafoe Street as outlined in Report No. DCC-2017-08 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee reviewed information at their meeting on July 27, 2017. The Deputy City Clerk provided the attached memorandum to the Committee for their review.

As a result of review and discussion the consensus of the Committee is to recommend to Council that parking be restricted on all of Dafoe Street.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "B" (Parking Restrictions) Section of By-law Number 12967 be and the same is hereby amended by **adding** the following:

PARKING RESTRICTIONS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>PROHIBITED TIMES</u>
Dafoe Street	Both	All	Anytime

THAT the Schedule "B" (Parking Restrictions) Section of By-law Number 12967 be and the same is hereby amended by **deleting** the following:

PARKING RESTRICTIONS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>PROHIBITED TIMES</u>
Dafoe Street	West	All	Anytime

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

It is recommended by the Traffic Advisory Committee that Traffic By-law Number 12967 be amended to restrict parking on all of Dafoe Street and that the amending by-law be given first reading to allow the Clerk's office the opportunity to request written comments from affected property owners before the by-law is read a second and third time and is finally passed.

Respectfully submitted,



Christine Stewart
Deputy City Clerk On Behalf of the Traffic Advisory Committee

CAS/ev
Attachments: Memorandum, Deputy City Clerk
Map



City of Belleville
MEMORANDUM

To: Members of the Traffic Advisory Committee

From: Christine Stewart, CMO
 Deputy City Clerk

Date: July 27, 2017

Subject: Parking Restrictions
 Area of Great St. James Street

Background:

A request was received from Councillor Graham to review the current parking restrictions in the area of Great St. James Street. At the present time parking is permitted on a portion of the south side of Great St. James Street and also on the east side of Dafoe Street.

The following is a summary of parking restrictions that are currently in place on streets in the area (*see attached map*):

	Street	Side	Between	Prohibited Times
1	Alexander St	North	All	Any Time
		South	Charles St and a point 49m westerly therefrom	Any Time
		South	John St and Mount Pleasant Rd	10:00am to 11:00am and 2:00pm to 3:00pm Monday to Friday, inclusive
2	Ashley Lane	Both	Great St. James St and Station St	Any Time
3	Brown St	Both	Great St. James St and Station St	Any Time
4	Burrell St	Both	Great St. James St and Station St	Any Time
5	Dafoe St	West	All	Any Time
6	Great St. James St	North	Church St and Dafoe St	Any Time
		South	East Limit of Dafoe St and the easterly end of the street	Any Time

Analysis:

A site visit was conducted by the Parking Program Coordinator and the following was noted:

- upwards of 68 vehicles are parking on Great St. James and Dafoe Streets daily and it is believed the vehicles belong to employees of the Federal building located at the corner of Station and Pinnacle Streets
- vehicles parked on the streets can create obstacles to efficient and safe road maintenance activities
- the high number of vehicles parked on Great St. James and Dafoe Streets is likely having an impact on parking revenues

Considerations:

Consideration should be given to amending the existing parking restriction on two streets in the area in order to improve the current on-street parking conditions. The following options are offered for consideration:

1. **Dafoe Street**

- prohibit parking all of Dafoe St. (both sides, anytime).
Dafoe Street is narrow and currently vehicles are allowed to park on the east side which further narrows the travelled portion of the road

2. **Great St. James Street**

(A) prohibit parking on all of Great St. James St. (both sides, anytime).

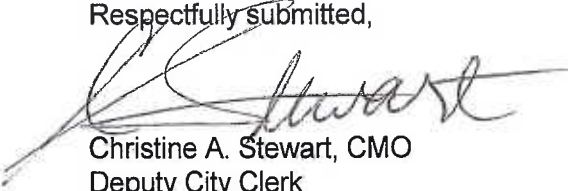
OR

(B) prohibit parking on all of the north side of Great St. James Street anytime and prohibit parking on all of the south side of Great St. James Street from 10:00am to 11:00am and from 2:00pm to 3:00pm Monday to Friday, inclusive.

OR

(C) prohibit parking on all of Great St. James St. (both sides, anytime) and offer a permit **for a monthly fee** that will allow permit holders to park in a designated area (ie: the south side of Great St. James St. between Church St and Dafoe St.) The exemption permit will not allow vehicles to park overnight.

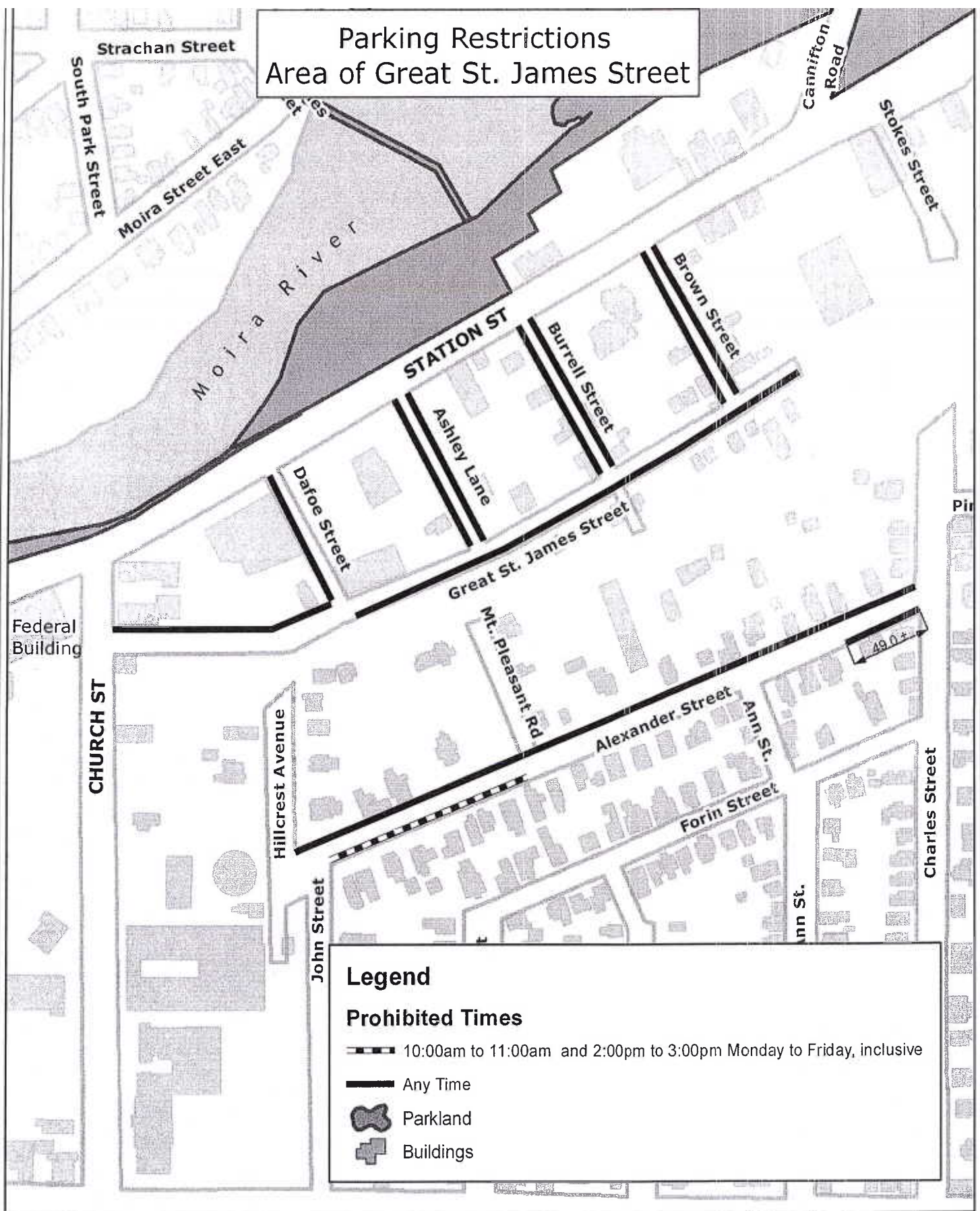
Respectfully submitted,


Christine A. Stewart, CMO
Deputy City Clerk

CAS/ev
Attachments:





map
photos

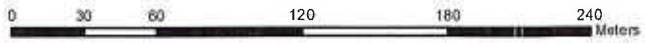
Parking Restrictions Area of Great St. James Street



Legend

Prohibited Times

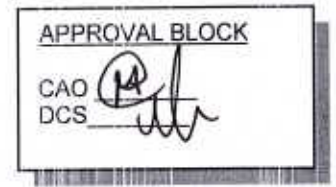
-  10:00am to 11:00am and 2:00pm to 3:00pm Monday to Friday, inclusive
-  Any Time
-  Parkland
-  Buildings



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CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-09
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "Z-2" Areas Restricted to Parallel Parking Only
Great St. James Street

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "Z-2" Areas Restricted to Parallel Parking Only on Great St. James Street as outlined in Report No. DCC-2017-09 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee reviewed information at their meeting on July 27, 2017. The Deputy City Clerk provided the attached memorandum to the Committee for their review.

During discussion, Option C, as outlined in the Deputy City Clerk's memo, was presented by a member but there was no seconder. As a result of further review and discussion the Committee is recommending to Council that the south side of Great St. James Street from Church Street to Dafoe Street be added to Schedule "Z-2" Areas Restricted to Parallel Parking Only.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "Z-2" (Areas Restricted to Parallel Parking Only) Section of By-law Number 12967 be and the same is hereby amended by **adding** the following:

AREAS RESTRICTED TO PARALLEL PARKING ONLY

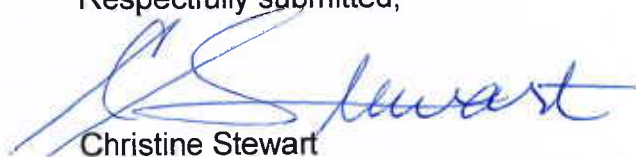
COLUMN 1	COLUMN 2	COLUMN 3
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>
Great St. James Street	South	Church Street and Dafoe Street

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

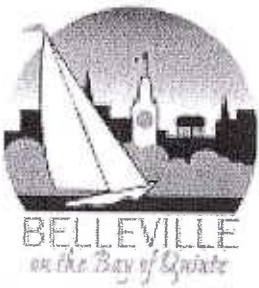
It is recommended by the Traffic Advisory Committee that Traffic By-law Number 12967 be amended to add the South Side of Great St. James Street to Schedule "Z-2" Areas Restricted to Parallel Parking Only and that the amending by-law be given first reading to allow the Clerk's office the opportunity to request written comments from affected property owners before the by-law is read a second and third time and is finally passed.

Respectfully submitted,



Christine Stewart
Deputy City Clerk On Behalf of the Traffic Advisory Committee

CAS/ev
Attachments: Memorandum, Deputy City Clerk
Map



City of Belleville
MEMORANDUM

To: Members of the Traffic Advisory Committee
From: Christine Stewart, CMO
 Deputy City Clerk
Date: July 27, 2017
Subject: Parking Restrictions
 Area of Great St. James Street

Background:

A request was received from Councillor Graham to review the current parking restrictions in the area of Great St. James Street. At the present time parking is permitted on a portion of the south side of Great St. James Street and also on the east side of Dafoe Street.

The following is a summary of parking restrictions that are currently in place on streets in the area (see attached map):

	Street	Side	Between	Prohibited Times
1	Alexander St	North	All	Any Time
		South	Charles St and a point 49m westerly therefrom	Any Time
		South	John St and Mount Pleasant Rd	10:00am to 11:00am and 2:00pm to 3:00pm Monday to Friday, inclusive
2	Ashley Lane	Both	Great St. James St and Station St	Any Time
3	Brown St	Both	Great St. James St and Station St	Any Time
4	Burrell St	Both	Great St. James St and Station St	Any Time
5	Dafoe St	West	All	Any Time
6	Great St. James St	North	Church St and Dafoe St	Any Time
		South	East Limit of Dafoe St and the easterly end of the street	Any Time

Analysis:

A site visit was conducted by the Parking Program Coordinator and the following was noted:

- upwards of 68 vehicles are parking on Great St. James and Dafoe Streets daily and it is believed the vehicles belong to employees of the Federal building located at the corner of Station and Pinnacle Streets
- vehicles parked on the streets can create obstacles to efficient and safe road maintenance activities
- the high number of vehicles parked on Great St. James and Dafoe Streets is likely having an impact on parking revenues

Considerations:

Consideration should be given to amending the existing parking restriction on two streets in the area in order to improve the current on-street parking conditions. The following options are offered for consideration:

1. ~~**Dafoe Street**~~

- ~~prohibit parking all of Dafoe St. (both sides, anytime).
Dafoe Street is narrow and currently vehicles are allowed to park on the east side which further narrows the travelled portion of the road~~

2. **Great St. James Street**

(A) prohibit parking on all of Great St. James St. (both sides, anytime).

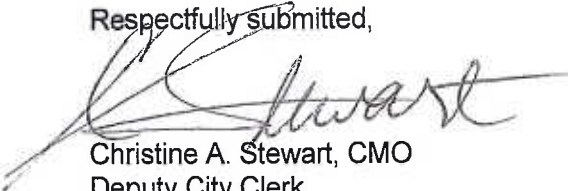
OR

(B) prohibit parking on all of the north side of Great St. James Street anytime and prohibit parking on all of the south side of Great St. James Street from 10:00am to 11:00am and from 2:00pm to 3:00pm Monday to Friday, inclusive.

OR

(C) prohibit parking on all of Great St. James St. (both sides, anytime) and offer a permit **for a monthly fee** that will allow permit holders to park in a designated area (ie: the south side of Great St. James St. between Church St and Dafoe St.) The exemption permit will not allow vehicles to park overnight.

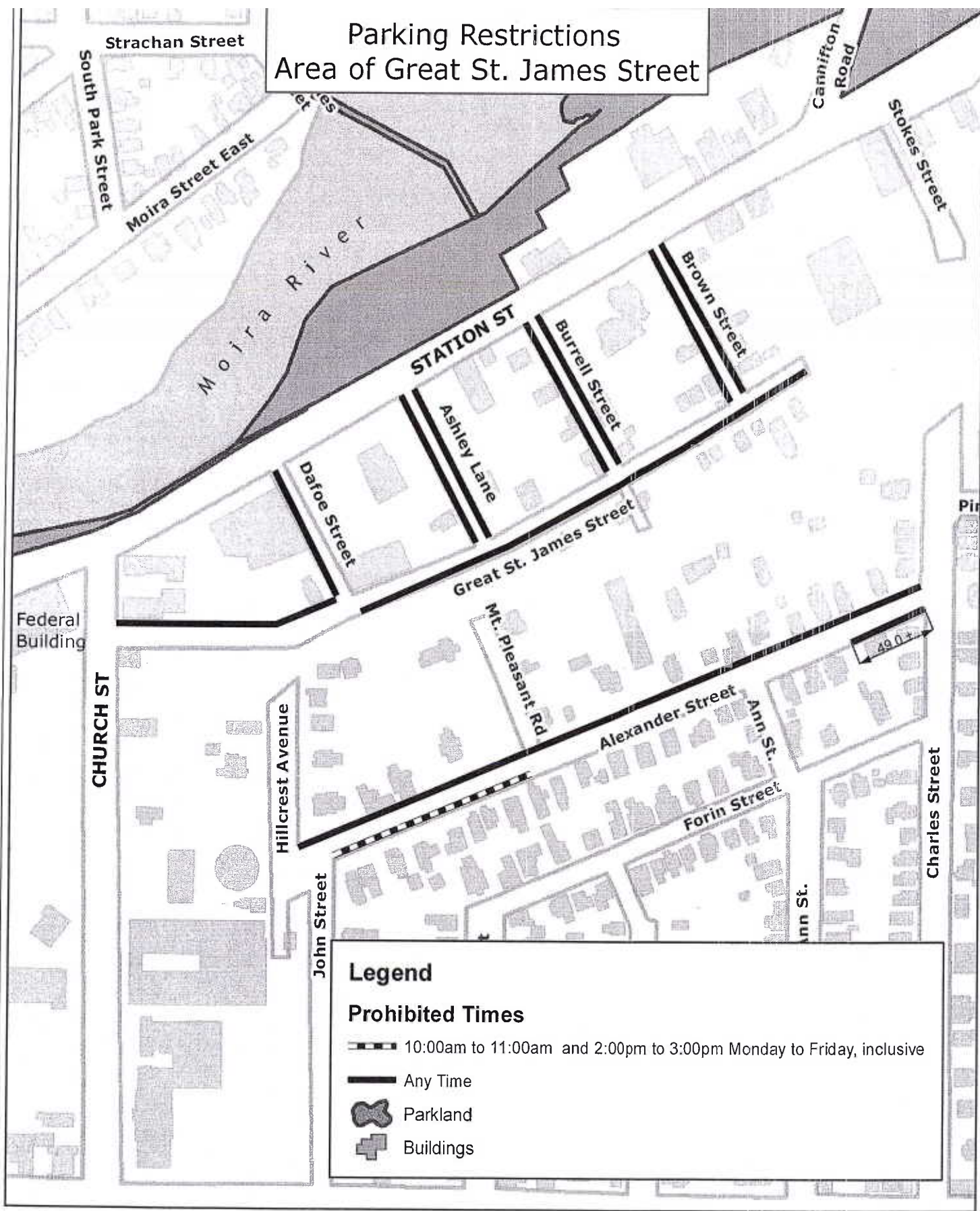
Respectfully submitted,


Christine A. Stewart, CMO
Deputy City Clerk

CAS/ev
Attachments:





map
photos

Parking Restrictions Area of Great St. James Street



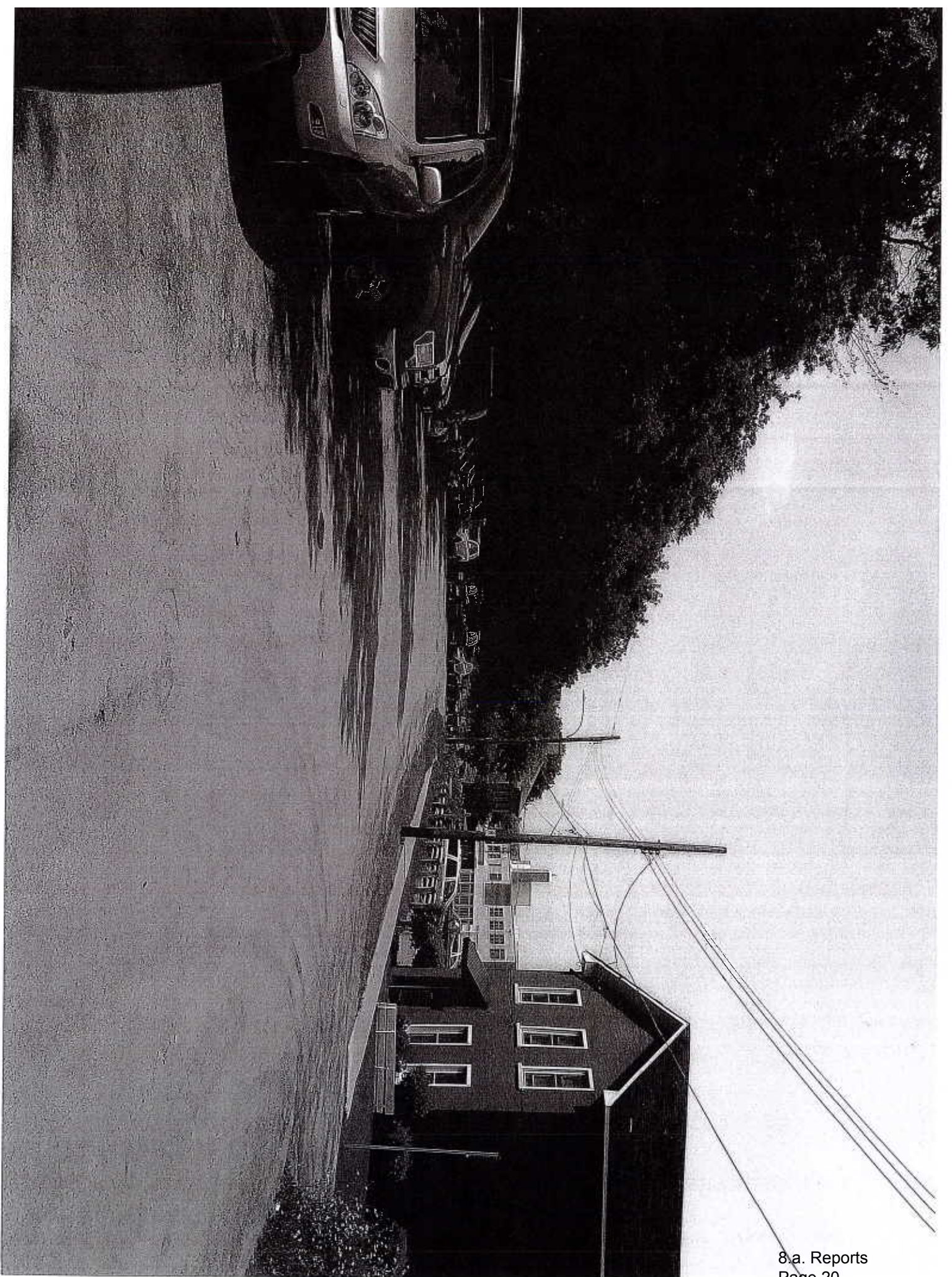
Legend

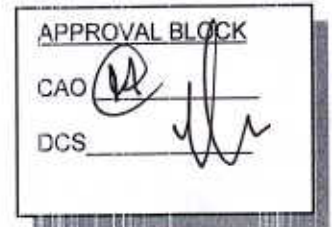
Prohibited Times

-  10:00am to 11:00am and 2:00pm to 3:00pm Monday to Friday, inclusive
-  Any Time
-  Parkland
-  Buildings



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CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-10
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "Y" Speed Regulations
Ritchie Avenue

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "Y" Speed Regulations on Ritchie Avenue, as outlined in Report No. DCC-2017-10 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee members reviewed information at their meeting on July 27, 2017. The Senior Project Manager of Engineering and Development Services provided the attached memorandum.

After review and discussion the Traffic Advisory Committee members recommend for Council's consideration, an amendment to the Traffic By-law Number 12967 to change the speed limit from 50 km/hr to 40 km/hr on Ritchie Avenue.

It is the Committee's intention that the by-law receive first reading to allow the general public an opportunity to comment before the by-law is read a second and third time and finally passed.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "Y" (Speed Regulations) of By-Law Number 12967 be and the same is hereby amended by **adding** the following:

SPEED REGULATIONS

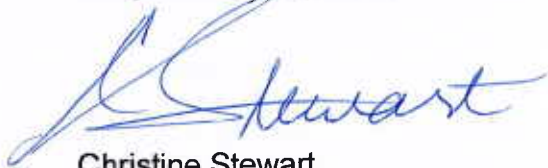
COLUMN 1	COLUMN 2	COLUMN 3
<u>STREET</u>	<u>BETWEEN</u>	<u>MAXIMUM RATE OF SPEED</u>
Ritchie Avenue	All	40 km/hr

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

It is recommended by the Traffic Advisory Committee that a 40 km/hr speed limit be placed on all of Ritchie Avenue and that the amending by-law be given first reading to allow the general public an opportunity to comment before the by-law is read a second and third time and is finally passed.

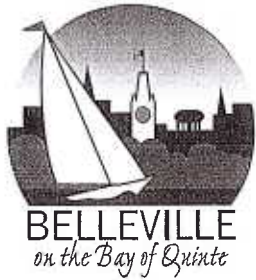
Respectfully submitted,



Christine Stewart
Deputy City Clerk
On Behalf of the Traffic Advisory Committee

CAS/ev

Attachments: Memorandum, Engineering and Development Services



City of Belleville

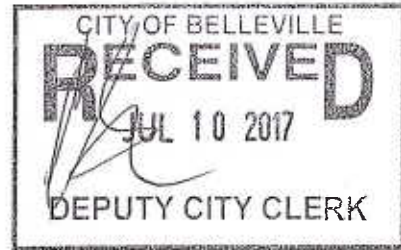
MEMORANDUM

To: Traffic Advisory Committee

From: Barry Simpson,
Senior Project Manager

Date: July 7, 2017

**Re: Traffic Advisory Committee Meeting – July 27, 2017
Request for Speed Limit Reduction on Ritchie Avenue from 50
km/h to 40 km/h and Possible Speed Bumps**



The Engineering and Development Services Department provides the following information regarding the above-mentioned issue.

Reducing speed limits on local residential streets and the installation of speed bumps/humps is a request that the Committee receives quite often. The Committees general practice has been to only reduce speed limits on local streets below 50 km/h where there are safety concerns such as geometric issues or existing hazards or in areas where there are parks or schools.

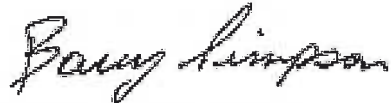
While there is a school on Ritchie Avenue it is located on the 90 m long dead end portion of the street north of Catharine Street. In 2012 a similar request was made to the Traffic Committee to reduce the speed limit on the dead end portion of Ritchie Avenue near the school. The Traffic Committee ultimately denied the request as the street is only 90 m long and is stop controlled at Catharine Street so speeding on this section of road was not a problem. However this request is being made for the entire street.

While there are no safety concerns on the street the presence of the school makes this an area that meets the criteria for reducing a speed limit on a local street based on the committees past general practice. It should also be noted that the speed limit on Catharine Street on either side or Ritchie Avenue between Yeomans and Sinclair Streets has a 40 km/h speed limit likely as a result of the school. On that basis the Engineering and Development Services Department would not object to the Committee recommending a 40 km/h speed limit on Ritchie Avenue. During our review of this issue it was noted that there are no school area signs installed on Ritchie Avenue. The Engineering and Development Services Department recommends that consideration be given to installing the pentagon shaped school area signs on Ritchie Avenue.

However, Ritchie Avenue between Bridge Street and Catharine Street is only 250 m long and is stopped controlled at each end so there may only be

a perceived speeding issue and before the Committee takes any action with regard to the speed limit perhaps the portable speed sign or speed spy device could be put out to collect data.

With regard to the speed hump/bump request, traffic calming measures should be looked at as a community-wide strategy (as opposed to on a street by street basis) therefore the Engineering and Development Services Department does not recommend that any traffic calming measures, be implemented by the City prior to the City adopting a policy regarding traffic calming measures.

A handwritten signature in black ink that reads "Barry Simpson". The signature is written in a cursive, flowing style.

Barry Simpson, P.Eng.
Senior Project Manager

EXISTING (UNPOSTED)



PROPOSED



LEGEND

	50 km/h
	40 km/h

RITCHIE AVENUE
SPEED LIMIT - EXISTING AND PROPOSED



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT

AUGUST 2017



APPROVAL BLOCK	
CAO	<i>[Signature]</i>
DCS	<i>[Signature]</i>

CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-11
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "Y" Speed Regulations
Mudcat Road

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "Y" Speed Regulations on Mudcat Road as outlined in Report No. DCC-2017-11 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee members reviewed information at their meeting on July 27, 2017. The Supervisor Roads and Traffic, Environmental and Operational Services provided the attached memorandum.

After review and discussion the Traffic Advisory Committee members recommend for Council's consideration, an amendment to the Traffic By-law Number 12967 to change the speed limit from 80 km/hr to 60 km/hr on Mudcat Road.

It is the Committee's intention that the by-law receive first reading to allow the general public an opportunity to comment before the by-law is read a second and third time and finally passed.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "Y" (Speed Regulations) of By-Law Number 12967 be and the same is hereby amended by **adding** the following:

SPEED REGULATIONS

COLUMN 1	COLUMN 2	COLUMN 3
<u>STREET</u>	<u>BETWEEN</u>	<u>MAXIMUM RATE OF SPEED</u>
Mudcat Road	All	60 km/hr

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

It is recommended by the Traffic Advisory Committee that a 60 km/hr speed limit be placed on all of Mudcat Road and that the amending by-law be given first reading to allow the general public an opportunity to comment before the by-law is read a second and third time and is finally passed.

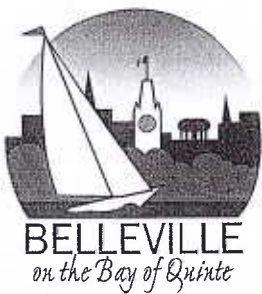
Respectfully submitted,



Christine Stewart
Deputy City Clerk
On Behalf of the Traffic Advisory Committee

CAS/ev

Attachments: Memorandum, Environmental and Operational Services



City of Belleville

MEMORANDUM

To: Traffic Advisory Committee

From: Scott Whiteman, Supervisor Roads and Traffic

Date: July 21, 2017

Re: **Traffic Advisory Committee Meeting – July 27, 2017**
Request for a Speed Limit Reduction on Mudcat Road

The Environmental and Operational Services Department provides the following information regarding the above-mentioned issue.

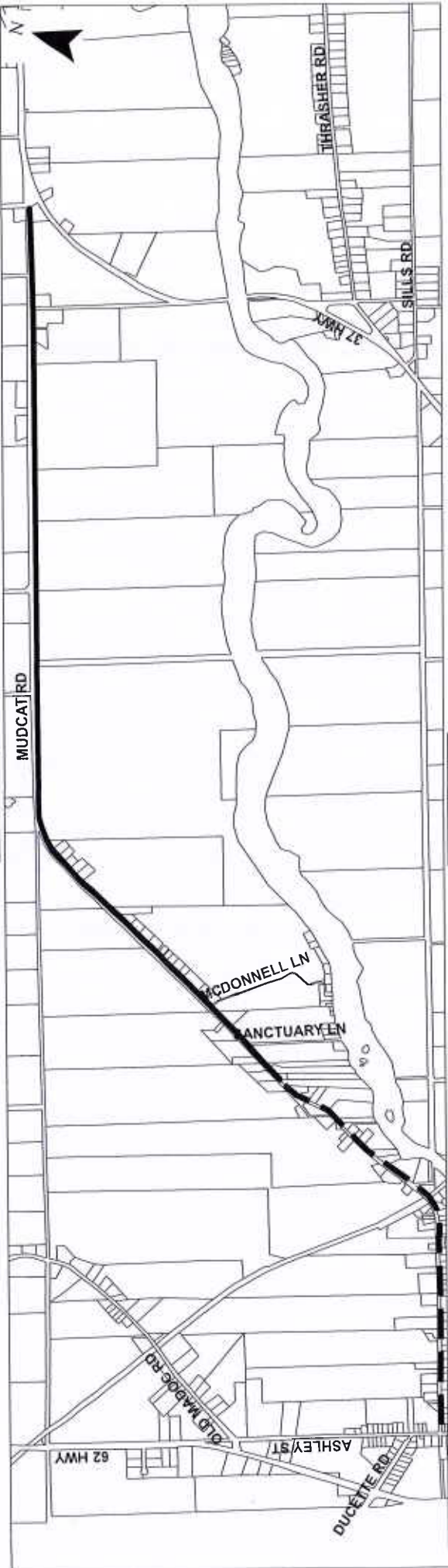
A data collector was installed on Mudcat Road in the vicinity of the Landfill Site. The posted speed limit in the area is 80 km/hr. Volume and speed were recorded. The results are shown below.

Volume-	395 vehicles/day
Average Speed-	73km/hr
Maximum Speed-	108 km/hr
% Speeders-	34%
Average Speeder-	87 km/hr

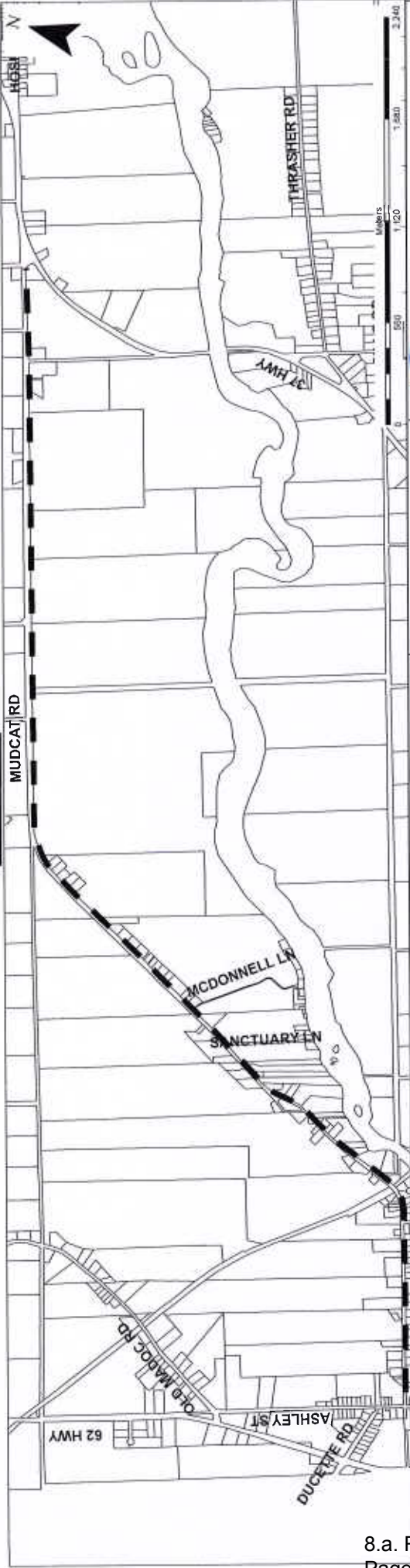
The speed advisory sign will be posted at this location.

Scott Whiteman, Supervisor Roads and Traffic

EXISTING



PROPOSED



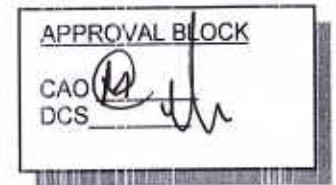
LEGEND

- 60 km/h
- 80 km/h



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT
 AUGUST 2017

MUDCAT ROAD
 SPEED LIMIT - EXISTING AND PROPOSED



CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-12
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "B" Parking Restrictions
Moira Street East

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "B" Parking Restrictions on Moira Street East as outlined in Report No. DCC-2017-12 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee at their meeting on July 27, 2017 considered a request received from Parkhurst Transportation to extend the current no parking restriction on the west side of Moira Street East, near their place of business (request attached). As a result of review and discussion the consensus of the Committee is to recommend to Council that the parking restriction be extended on the west side of Moira Street East to Olive Street.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "B" (Parking Restrictions) Section of By-law Number 12967 be and the same is hereby amended by **adding** the following:

PARKING RESTRICTIONS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>PROHIBITED TIMES</u>
Moira Street East	West	College Street East and Olive Street	Any Time

THAT the Schedule "B" (Parking Restrictions) Section of By-law Number 12967 be and the same is hereby amended by **deleting** the following:

PARKING RESTRICTIONS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>PROHIBITED TIMES</u>
Moira Street East	West	College Street East and a point 35 metres southerly from the projection of the south curb line on College Street East	Any Time

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

It is recommended by the Traffic Advisory Committee that Traffic By-law Number 12967 be amended to restrict parking on the west side of Moira Street East between College Street East and Olive Street and that the amending by-law be given first reading to allow the Clerk's office the opportunity to request written comments from affected property owners before the by-law is read a second and third time and is finally passed.

Respectfully submitted,



Christine Stewart
Deputy City Clerk On Behalf of the Traffic Advisory Committee

CAS/ev

Attachments: Request from Parkhurst Transportation
Map



Parkhurst Transportation Ltd.

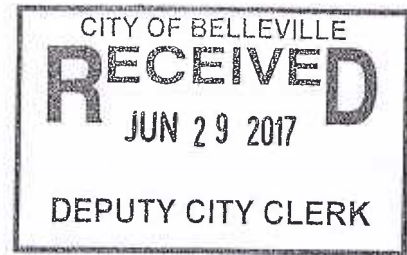
125 College Street East
Belleville, Ontario K8P 5A2

June 29, 2017

To: Christine Stewart

Fr: Zoe Davis

RE: Designated NO PARKING ZONE



Dear Christine,

We are writing to you to today to request an extension the designated "NO PARKING" zone currently located on Moira St E. This zone currently begins at the corner of College St/Moira St (west side) and extends for a distance of approximately 60' traveling north to south.

For safety reasons we are asking that this zone be extended to Olive St, as the rear entrance/exit for our business is closer to Olive St. Often times vehicles are parked on the west side of Moira St making it difficult for buses to manoeuvre in and out of our parking area and causing traffic hazards/congestion.

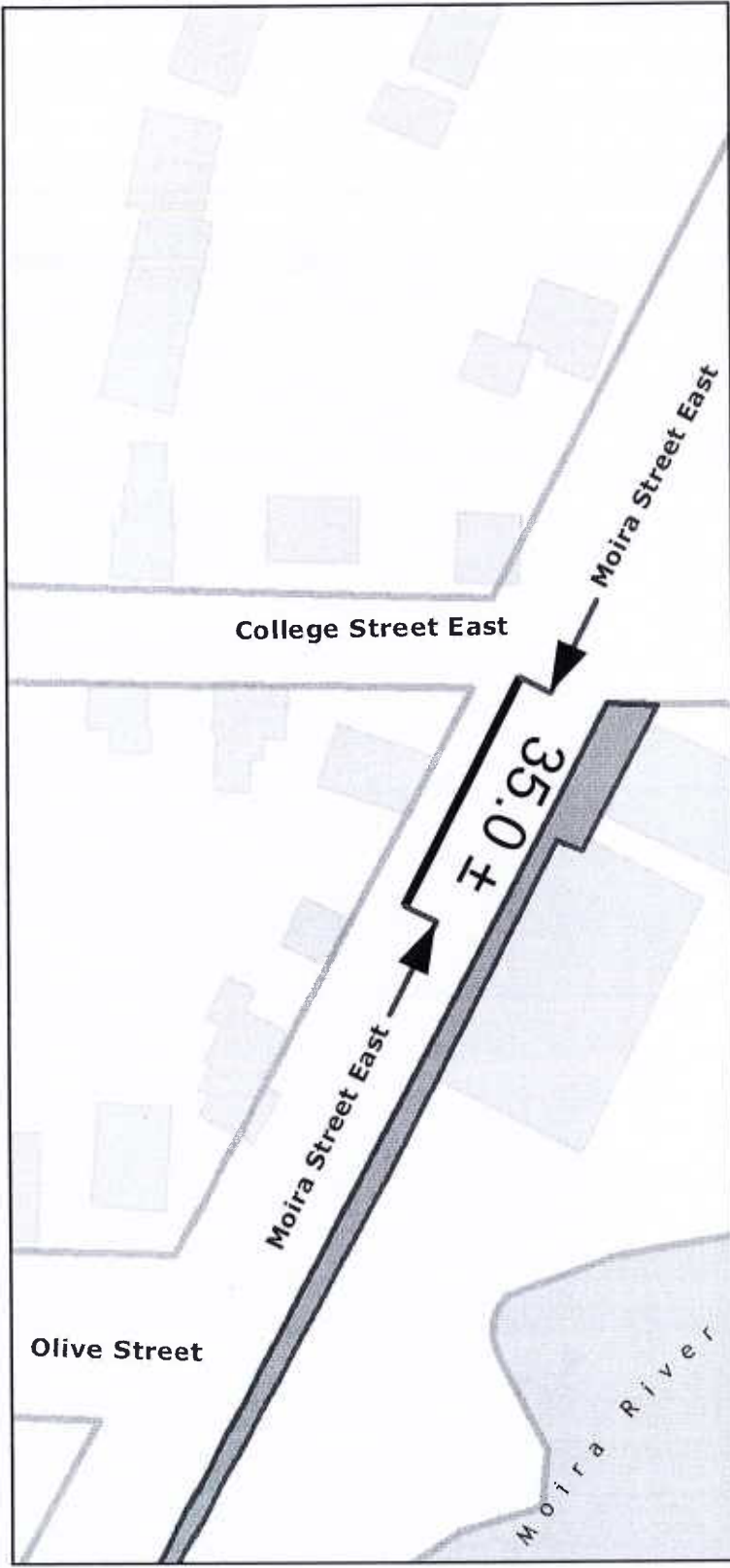
If you could please review this suggestion and advise us of your findings/decision at your earliest convenience, we would be most appreciative.

Regards,

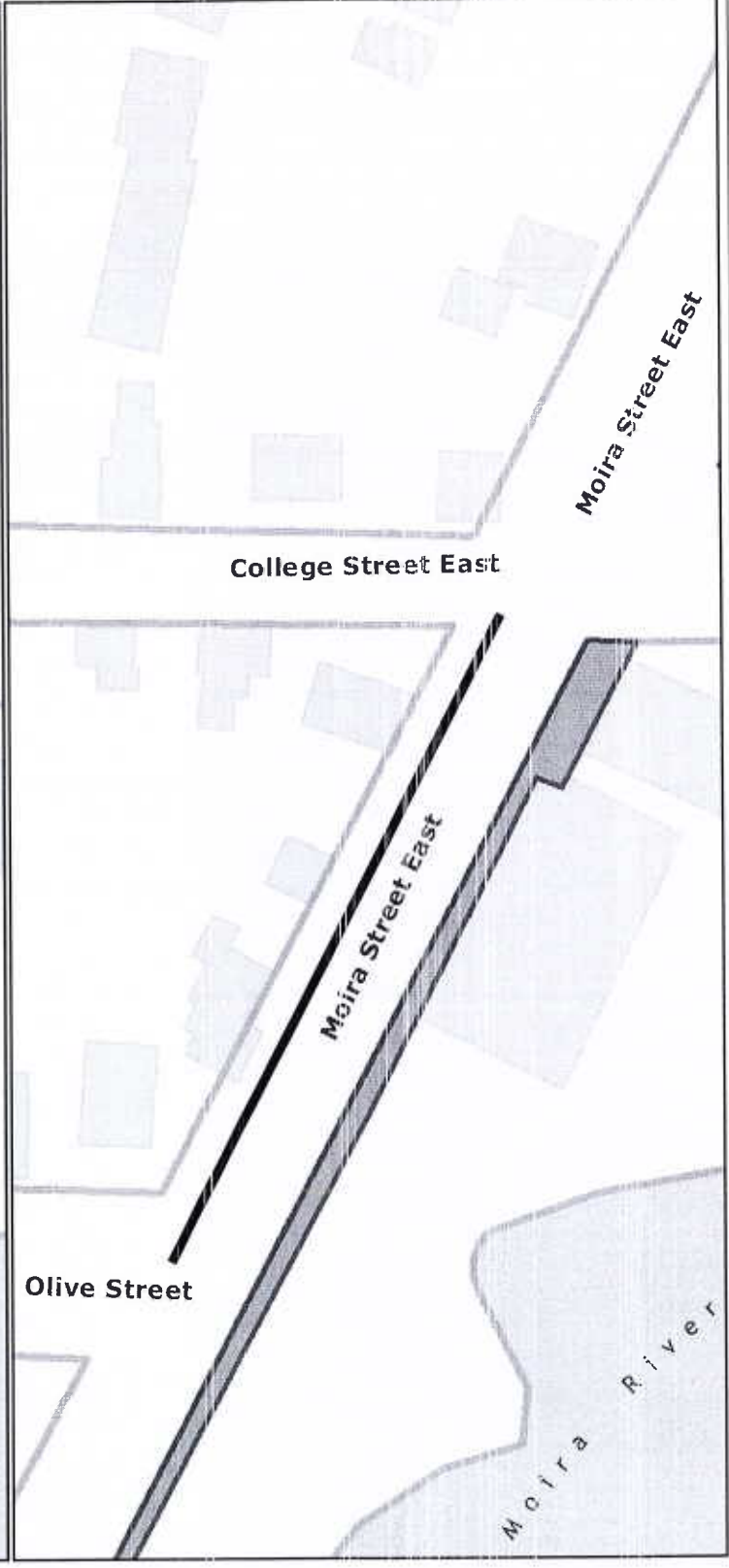
Zoe Davis

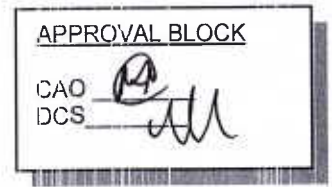
Parking Restrictions Moira Street East at College Street East

Current



Proposed





CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-13
August 28, 2017

To: Mayor and Members of Council

Subject: Amendment to Traffic By-law Number 12967
Schedule "B" Parking Restrictions
Lingham Street

Recommendation:

"THAT a by-law to approve and authorize an amendment to By-law Number 12967 being a By-law to regulate traffic within the corporate limits of The Corporation of the City of Belleville, Schedule "B" Parking Restrictions on Lingham Street as outlined in Report No. DCC-2017-13 be prepared for Council's consideration."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

The Traffic Advisory Committee, at their meeting on July 27, 2017, discussed a request received from a resident to restrict parking on a portion of the west side of Lingham Street.

At the present time Lingham Street has parking restrictions on the west side between a point 9 metres north of the north street line of Pine Street and a point 50 metres northerly therefrom.

As a result of the discussion the consensus of the Committee is to recommend to Council that a parking restriction be added on the west side of Lingham Street between a point 57 metres south of the south curb line of Emily Street and a point 79 metres southerly therefrom.

Financial/Analysis:

In order to bring the Traffic By-law Number 12967 into compliance with the above directive, the following amendment is necessary.

THAT the Schedule "B" (Parking Restrictions) Section of By-law Number 12967 be and the same is hereby amended by **adding** the following:

PARKING RESTRICTIONS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE</u>	<u>BETWEEN</u>	<u>PROHIBITED TIMES</u>
Lingham Street	West	A point 57 metres south of the south curb line of Emily Street and a point 79 metres southerly therefrom	Any Time

Minimal costs will be incurred for the installation of the applicable signage.

Conclusion:

It is recommended by the Traffic Advisory Committee that Traffic By-law Number 12967 be amended to restrict parking on Lingham Street and that the amending by-law be given first reading to allow the Clerk's office the opportunity to request written comments from affected property owners before the by-law is read a second and third time and is finally passed.

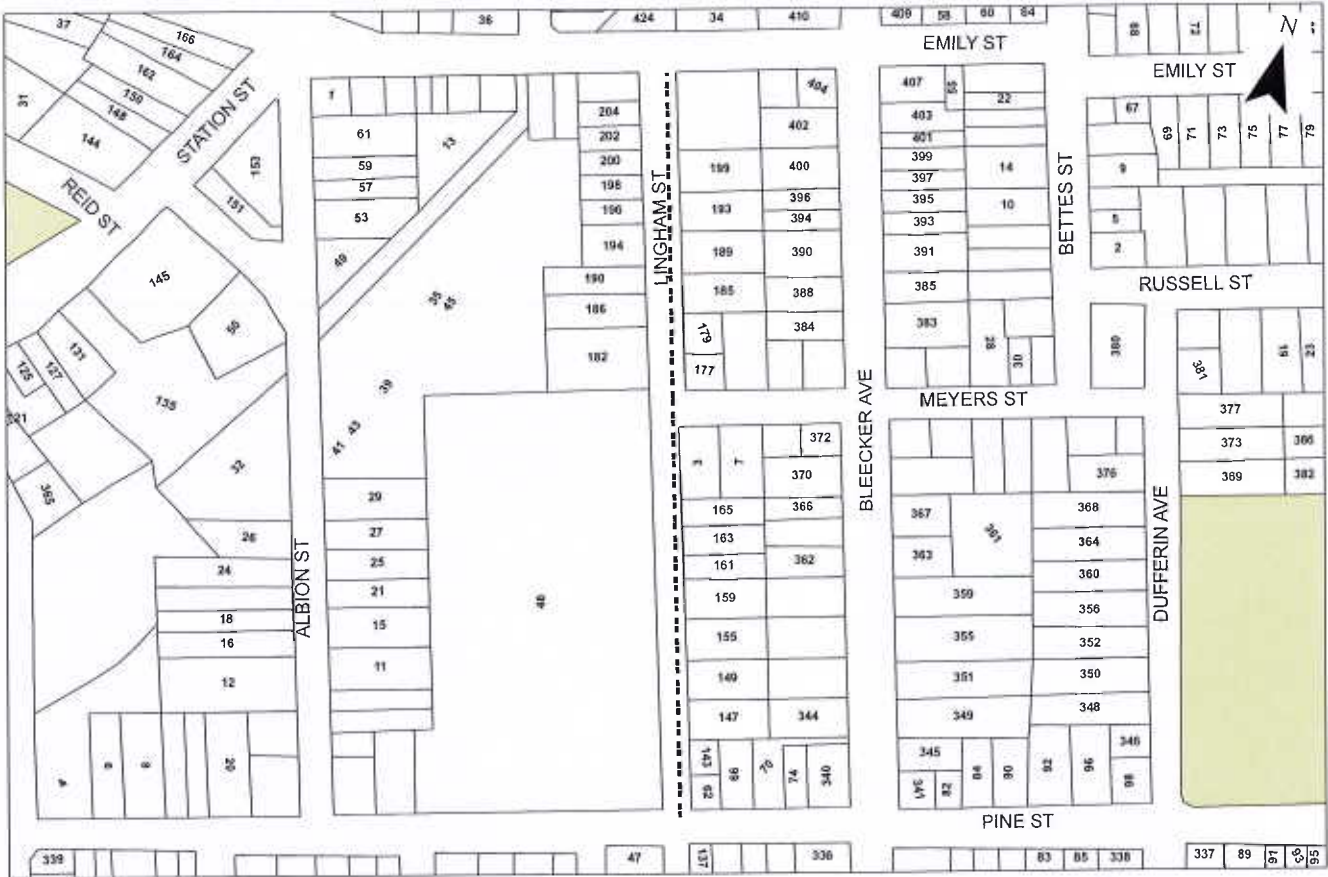
Respectfully submitted,

Christine Stewart
Deputy City Clerk On Behalf of the Traffic Advisory Committee

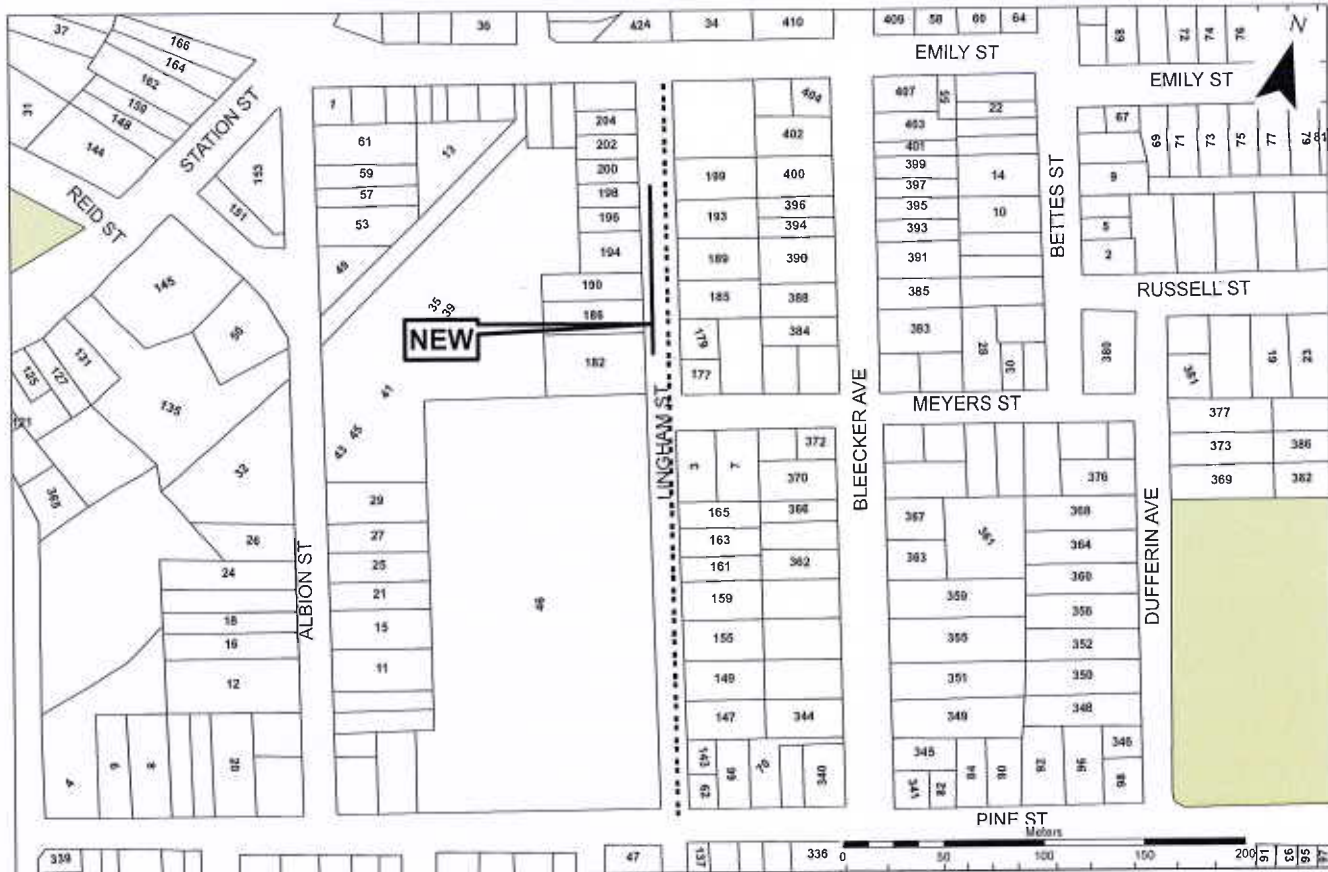
CAS/ev

Attachments: Map

EXISTING



PROPOSED



LEGEND
 - - - - - EXISTING NO PARKING ANY TIME
 ——— PROPOSED NO PARKING ANY TIME

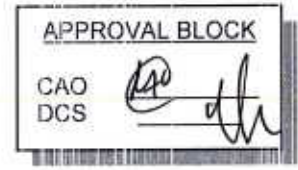
LINGHAM STREET
 PARKING - EXISTING AND PROPOSED



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT

AUGUST 2017

8.a. Reports
 Page 37



CITY OF BELLEVILLE
Christine Stewart CMO, Deputy City Clerk
Corporate Services Department
Report No. DCC-2017-14
August 28, 2017

To: Mayor and Members of Council

Subject: ATV By-law

Recommendation:

“THAT a By-law be prepared for Council’s consideration regulating All-Terrain Vehicle use on Municipal Roads; and

THAT the By-law receive one reading, to allow for public input.”

Strategic Plan Alignment:

The City of Belleville’s Strategic Plan identifies nine strategic themes. This report aligns with the “Transportation and Mobility” strategic theme to “Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses”.

Background:

Council requested the Traffic Advisory Committee to investigate the implementation of a by-law regulating ATV use on municipal roads. The matter was discussed at the May 31st and July 27th meetings of the Traffic Advisory Committee.

In Ontario, All-Terrain Vehicle (ATV) and Off-Road Vehicle (ORV) use is governed by the Off-Road Vehicles Act (ORVA) and the Highway Traffic Act (HTA). The operation of ATVs on municipal roads is prohibited unless the municipality passes a by-law permitting the use of these vehicles along municipal roadways under its jurisdiction. In addition, municipalities can provide for expanded rules to specify certain roadways as well as months and/or hours that ATVs can operate on their roadways. If a by-law does not exist, then ATV operation is not allowed on the municipal roads in that particular municipality.

Financial/Analysis:

In addition to the governing Provincial Legislation, the Traffic Advisory Committee reviewed copies of ATV By-laws in effect in neighbouring municipalities. The By-laws are summarized as follows:

SUMMARY OF ATV BY-LAWS – NEIGHBOURING MUNICIPALITIES

Municipality	RULES RE:			
	Excluded Area(s)	Time of Day	Season	Additional Rules
Quinte West	Yes	Not permitted between 11pm and 7am	None specified	<ul style="list-style-type: none"> ▪ Speed limit per Provincial Legislation
Prince Edward County	Yes	None specified	Yes	<ul style="list-style-type: none"> ▪ Speed limit Provincial Legislation ▪ Special rules regarding Parks
Stirling-Rawdon	None specified	Not permitted from one-half hour before sunset to one-half hour before sunrise	None specified	<ul style="list-style-type: none"> ▪ Speed limit per Provincial Legislation
Tyendinaga	None specified	None specified	None specified	<ul style="list-style-type: none"> ▪ Speed limit per Provincial Legislation

Staff in the Environmental and Operational Services Department, the Engineering and Development Services Department and Police Services provided input regarding the implementation of an ATV By-law for the City of Belleville including areas in the City where ATVs should be prohibited. The Project Manager, Engineering and Development Services Department, provided a map (attached) outlining the suggested prohibited areas, generally described as follows:

Area South of Highway 401

Southern Point	Bay of Quinte
Northern Point	Highway 401
Western Point	Wallbridge Loyalist Road
Eastern Point	Haig Road
<i>including Mercedes Meadows and the Industrial Park</i>	

Area North of Highway 401

Southern Point	Highway 401
Northern Point	Vermilyea Road/Farnham Road/Scott Drive
Western Point	Sidney Street
Eastern Point	Moirs River

As a result of review and discussion, the Committee concurred with the suggested prohibited areas and passed the following resolution at its meeting held on July 27, 2017:

THAT the Traffic Advisory Committee recommends that a By-law be prepared for Council's consideration regulating All-Terrain Vehicle use on Municipal Roads, to receive one reading, for public input.

The financial impact of implementing a By-law to permit the operation of ATVs on certain Municipal roads will include the cost of signs and potential increased road/shoulder maintenance on roads where ATVs are permitted.

Conclusion:

The Traffic Advisory Committee is recommending that a By-law be prepared for Council's consideration regulating All-Terrain Vehicle use on Municipal Roads. The By-law will include prohibited areas as outlined above. The Traffic Advisory Committee is recommending that City Council give the ATV By-law first reading at the August 28, 2017 City Council meeting and allow for public input before giving final consideration of the ATV By-law.

Respectfully submitted,



Christine Stewart, CMO
Deputy City Clerk
On Behalf of the Traffic Advisory Committee

Attachments:

- Draft By-law
- Memorandum and Map
- Smart Ride Safe Ride (Province of Ontario publication)

Corporation of the City of Belleville
By-Law Number 2017-

**Being A By-Law To Regulate The Operation Of All-Terrain Vehicles On
Municipal Highways Within The City Of Belleville.**

Whereas pursuant to Section 191.8(3) of the Highway Traffic Act, R.S.O., 1990, Chapter H8, as amended, the Council of a municipality may pass by-laws:

1. permitting the operation of off-road vehicles with low pressure bearing tires on any highway within the municipality that is under the jurisdiction of the municipality, or any part or parts of such highway;
2. prescribing a lower rate of speed for All-Terrain Vehicles by regulation on any highway within the municipality that is under its jurisdiction, or on any part or parts of such highway including prescribing different rates of speed for different highways or parts of highways;

**Now Therefore The Council Of The Corporation Of The City Of Belleville
Hereby Enacts As Follows:**

I. Title

This By-law shall be entitled the "**ATV By-law**".

II. Definitions

"All-Terrain Vehicle (ATV)" means an off-road vehicle as defined in O. Reg. 316/03, as amended by O. Reg. 135/15, under the *Highway Traffic Act* entitled "Operation of Off Road Vehicles on Highways"; and for the purposes of this by-law, All-Terrain Vehicle shall also include Multipurpose Off-Highway Utility Vehicle and Recreational Off-Highway Vehicle as defined in O. Reg. 316/03, as amended by O. Reg. 135/15, under the *Highway Traffic Act* entitled "Operation of Off-Road Vehicles on Highways".

"Highway" includes a common and public highway, street, avenue, parkway, driveway, any part of which is intended for use or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof.

Multi-Purpose Off-Highway Utility Vehicle means an off-road vehicle as defined in O. Reg. 316/03, as amended by O. Reg. 135/15, under the *Highway Traffic Act* entitled "Operation of Off-Road Vehicles on Highways".

"Off-Road Vehicle" means an off-road vehicle within the meaning of the *Highway Traffic Act*, Ontario Regulation 316/03 – Operation of Off Road Vehicles on Highways.

Recreational Off-Highway Vehicle means an off-road vehicle as defined in O.Reg 316/03, as amended by O.Reg 135/15, under the *Highway Traffic Act* entitled "Operation of Off-Road Vehicles on Highways".

III. Regulation Of All-Terrain Vehicles On Highways

- 1) No person shall operate an All-Terrain Vehicle on a highway under municipal jurisdiction unless it meets the equipment requirements of Sections 7 to 15 of O. Reg. 316/03, as amended by O.Reg 135/15 and it is operated in accordance with Sections 16 to 24 of O. Reg. 316/03, as amended by O.Reg 135/15.
- 2) No person shall operate an All-Terrain Vehicle at a rate of speed greater than:
 - i) 20 kilometers per hour, if the speed limit established under the *Highway Traffic Act* or by Municipal By-law for that part of the highway is not greater than 50 kilometers per hour, or
 - ii) 50 kilometers per hour, if the speed limit established under the *Highway Traffic Act* or by Municipal By-law for that part of the highway is greater than 50 kilometers per hour.

IV. General

1. Operation of ATV's shall be subject to the provisions of this by-law and in accordance with Ontario Regulation 316/03, as amended by O.Reg 135/15, of the *Highway Traffic Act* and the *Off Road Vehicles Act*, as amended.
2. Operation of ATV's shall be excluded on the following highways in the City of Belleville:
 - a) All City of Belleville highways located in the area as shown on Schedule 'A' appended hereto.
3. Schedule "A" appended hereto shall be deemed to be a part of this by-law to the same extent and effect as if incorporated herein.

V. Penalties

Any person who contravenes any section of this By-law is guilty of an offence and upon conviction is liable to such fines and penalties as are provided for in the Provincial Offences Act, R.S.O. 1990, c.P-33, as amended

VI. Validity

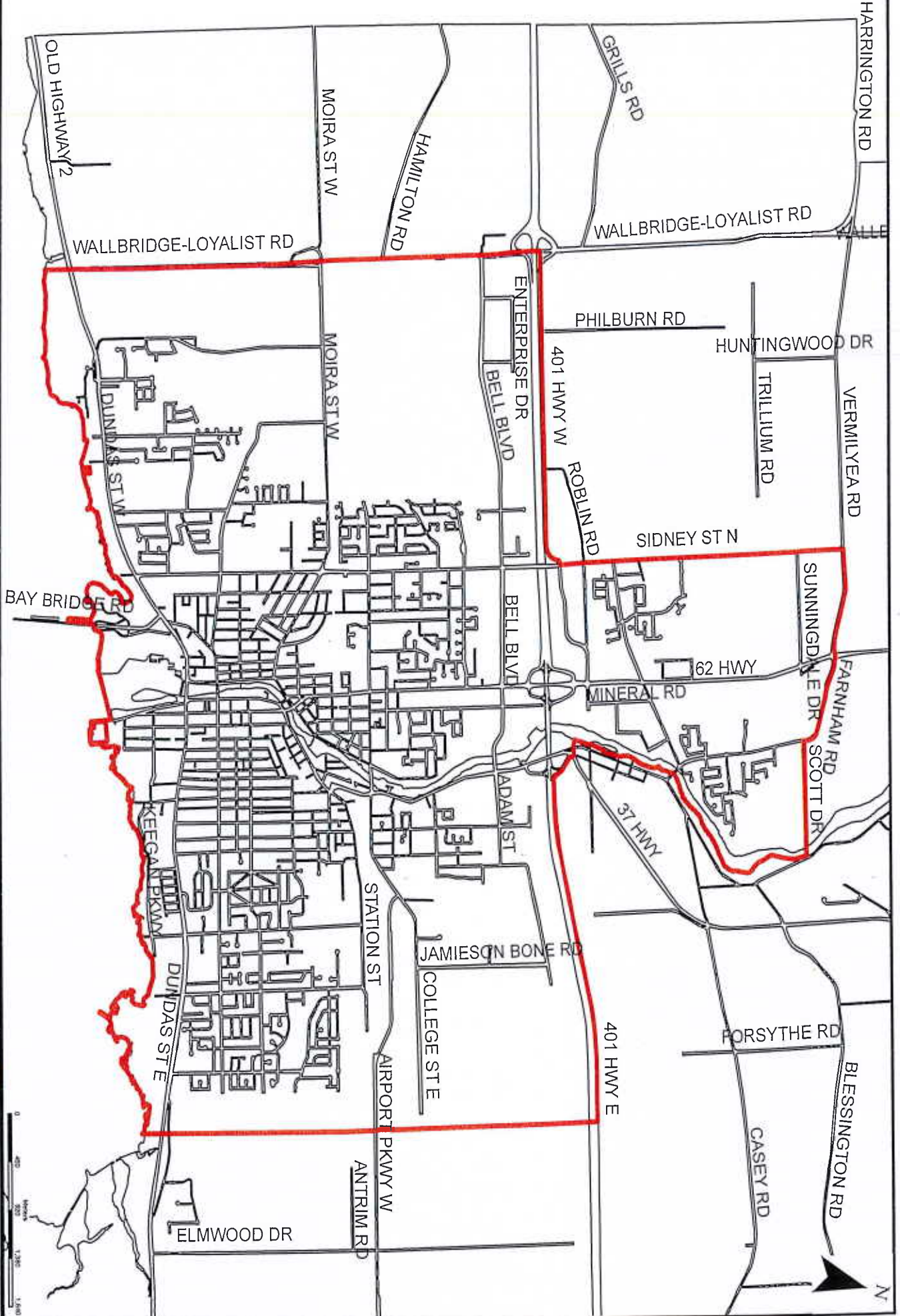
If any provision or requirement of this By-law or the application thereof to any person shall to any extent be held to be invalid or unenforceable, the remainder of this By-law or the application of such provision or requirement to all persons other than those to which it is held to be invalid or unenforceable shall not be affected thereby and is hereby declared to be the intention of Council that each provision and requirement of this By-law shall be separately valid and enforceable to the fullest extent permitted by law.


VII. Effect And Force


This By-law shall come into force and take effect upon the final passing thereof.

Read a first time this **28th Day Of August, 2017.**

ATV - EXCLUDED AREA

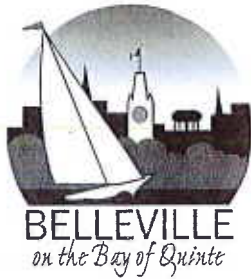


 Belleville Area - ATVs Excluded



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT
 JUNE 2017





#

City of Belleville

MEMORANDUM

To: Traffic Advisory Committee

From: Barry Simpson,
Senior Project Manager

Date: July 7, 2017

Re: Traffic Advisory Committee Meeting – July 27, 2017
Creation of a By-law Regulating ATV Use on Municipal Roads



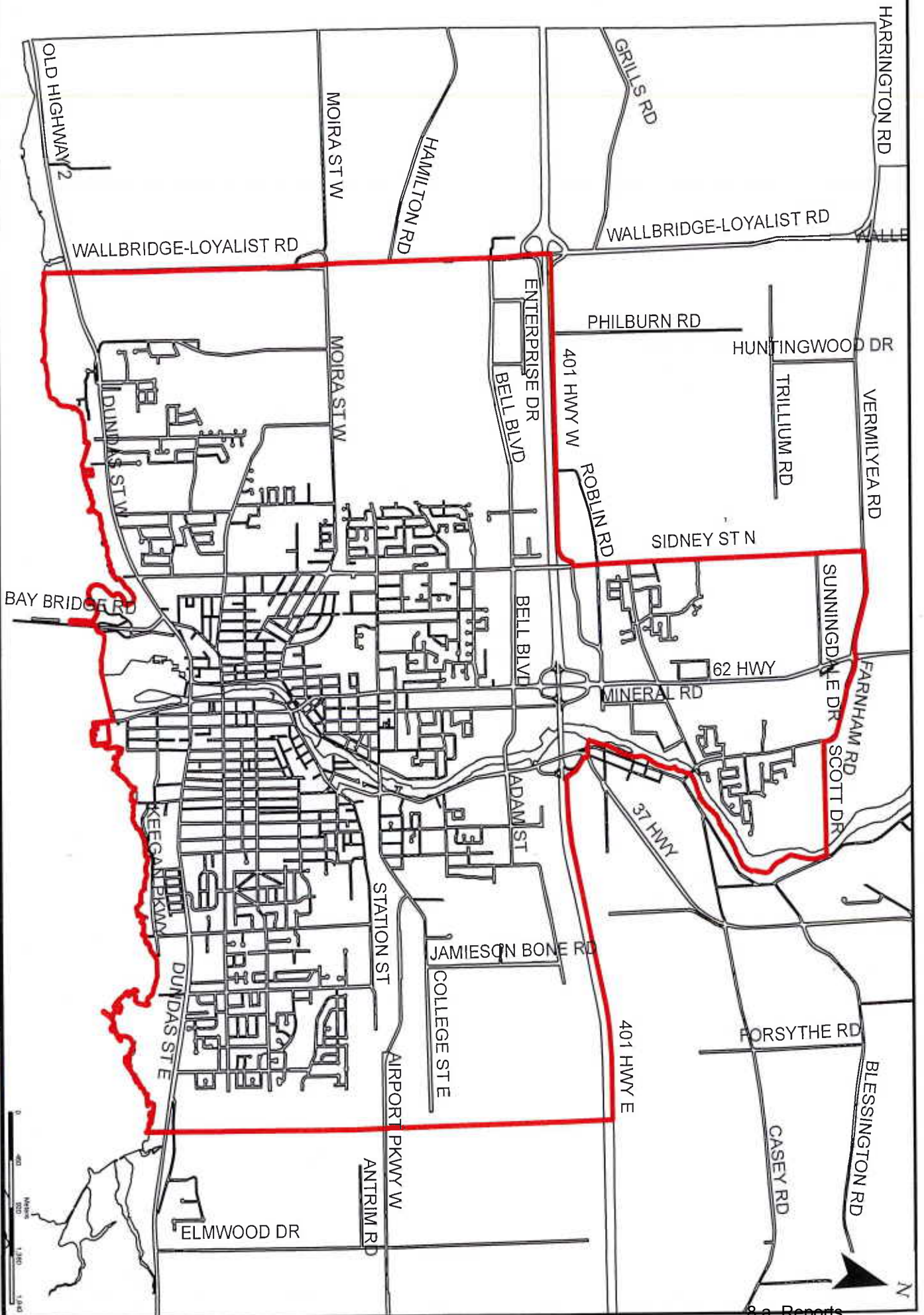
The Engineering and Development Services Department provides the following information regarding the above-mentioned issue.

Subject to input from other Departments and the Traffic Committee the Engineering and Development Services Department recommends that the area identified on the Map provided by our Department be used in the By-law to determine the areas in the City where the use of ATV's on roads are excluded.

Barry Simpson, P.Eng.
Senior Project Manager

The Corporation of the City of Belleville

City Hall, 169 Front Street Belleville, Ontario, Canada K8N 2Y8
Telephone (613) 968-6481 | TTY (613) 967-3768
city.belleville.on.ca



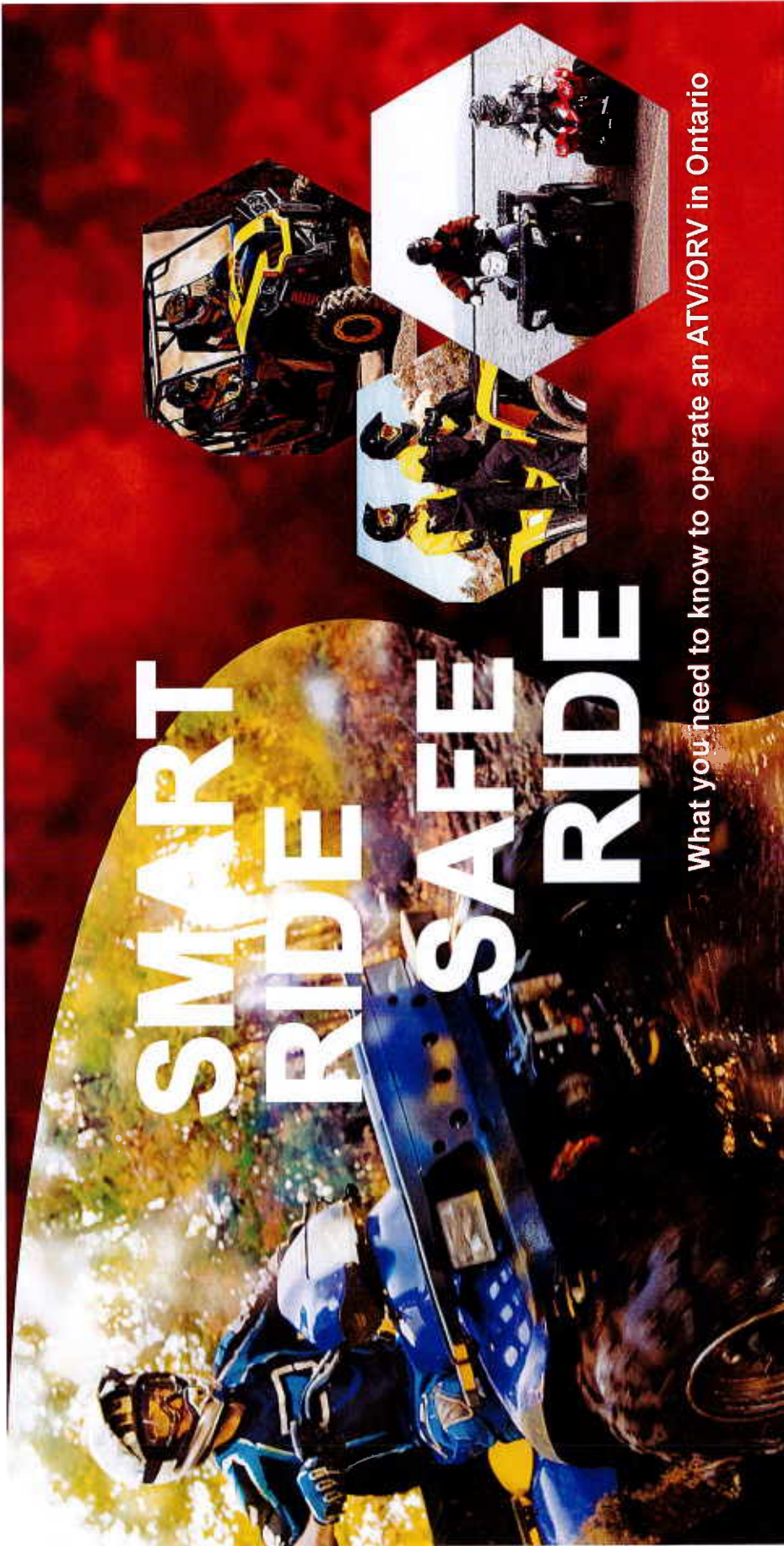
ATV - EXCLUDED AREA

 Belleville Area - ATVs Excluded



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT
JUNE 2017

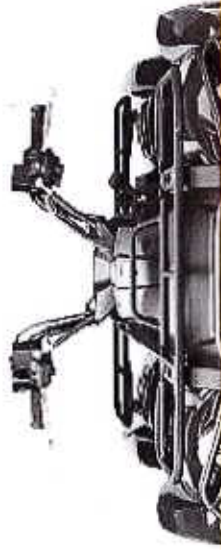




SMART RIDE SAFE RIDE

What you need to know to operate an ATV/ORV in Ontario





What to look for

Section

- 1 Single-rider ATV
Two-up ATV
- 2 Side-by-side Off-Road Vehicle
Utility Terrain Vehicle
- 3 Riding on-road
Riding off-road
- 4 Municipal by-laws
Private property
Liability
Enforcement
- 5 Impairment
- 6 Young riders
Be prepared
- 7 Legislation sources

All-Terrain Vehicles (ATVs) and Off-Road Vehicles (ORVs) are popular year-round vehicles for outdoor enthusiasts. Before riding, it is important to be aware of the applicable laws and safety precautions.

This booklet is a guide and outlines the legal requirements for ATVs/ORVs in Ontario and promotes safe and responsible riding practices.

For more information on legal requirements, go to the Off-Road Vehicles Act (ORVA) and the Highway Traffic Act (HTA) by visiting: ontario.ca/laws

In Ontario:

- No passengers under the age of 8 when on-road
- Drivers and passengers must wear an approved motorcycle helmet, and
- Must use a seat belt and foot rests, where provided, when travelling on-road
- Graduated licensing requirements apply to young and novice drivers when travelling on-road

Find out more inside...

Single-rider All-Terrain Vehicle (ATV)

A type of ORV that has:

- Four wheels
- Steering handlebars
- A seat that is straddled by the driver to carry only a driver

No passengers are allowed.



Two-up All-Terrain Vehicle (ATV)

A type of ORV that has:

- Four wheels
- Steering handlebars
- A seat that is straddled by the driver
- A passenger seat directly behind the driver
- Separate foot rests for the passenger

May carry a passenger who is at least 8 years old and able to reach the foot rests when on-road.



A single-rider ATV that has been modified to carry a passenger by installing an after-market seat and foot rests is not considered a two-up ATV.

1

Side-by-side Off-Road Vehicle (ORV)

A type of ORV that has:

- Four or more wheels
- Steering wheel
- A driver's seat
- Seating for passengers beside/behind the driver
- Seat belts for each seating position
- Roll-over protective structure
- Maximum engine displacement of 1,000 cubic centimetres

May carry passengers who are at least 8 years old when on-road. Passengers must wear a seat belt properly.

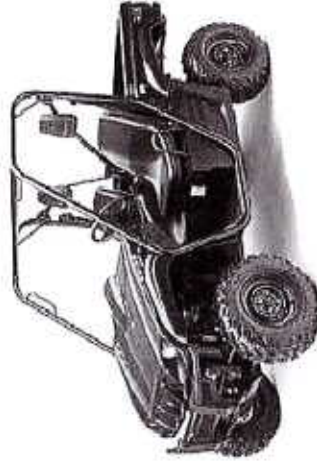


Utility-Terrain Vehicle (UTV)

A type of ORV that is similar to a side-by-side that has:

- Four or more wheels
- Steering wheel
- A driver's seat
- Seating for a passenger beside/behind the driver
- Seat belts for each seating position
- Occupant protective structure
- A cargo box with a minimum cargo capacity of 159 kilograms

May carry passengers who are at least 8 years old when on-road. Passengers must wear a seat belt properly.



On-Road Riding

Driver/Passenger Requirements

- Driver must be at least 16 years of age and hold a valid G2, M2 licence or greater
- Driver must carry the registration permit of the ATV/ORV or a true copy
- No passengers under the age of 8
- Driver and passengers must wear an approved motorcycle helmet securely fastened under the chin by the chin strap
- Drivers and passengers on ORVs must occupy a seating position with a seat belt which must be worn properly
- Passengers on 2-up ATVs must be able to reach and use the footrests provided

ATVs and ORVs that have a compliance label on the machine are allowed to operate on roads where permitted.

Speed limits for ATVs/ORVs

Posted speed limit of 50 km/h or less
Maximum speed is **20 km/h**



Posted speed limit more than 50 km/h
Maximum speed is **50 km/h**

On-Road Riding

ATV/ORV Requirements

- ATV/ORV must be registered, have a rear licence plate and must be insured under a motor vehicle liability policy
- ATVs cannot exceed the manufacturer's overloading warning label when travelling on-road
- Side-by-sides and UTVs must not exceed the width and weight requirements of the manufacturer
- Must be driven in the same direction of traffic on the shoulder of the road with all lights on. If the shoulder is unsafe, impassable or not wide enough so all tires can be completely on the shoulder, then the travelled portion of the road may be used.
- Can travel on Highways 500 to 899, many 7000 series and low traffic highways
- Prohibited from the 400 series highways, the Queen Elizabeth Way and sections of the Trans-Canada Highway

For a complete list, refer to the Ontario Highway Traffic Act Regulation 316/03, Schedules A and B.

3

Off-Road Riding

Driver/Passenger Requirements

- Driver must be at least 12 years of age unless they are under direct supervision of an adult. It is highly recommended that young riders are always supervised by an adult.
- Cannot directly cross a highway until they are at least 16 years old and have a valid driver's licence, e.g. G1, M1 or greater
- Driver must carry the registration permit of the ATV/ORV or a true copy
- Driver and passengers must wear an approved motorcycle helmet securely fastened under the chin by the chin strap

Be a Responsible Rider

- Ride according to trail, road and weather conditions
- Use extreme caution when turning, crossing, climbing and descending hills and when crossing obstacles
- Ride in designated areas only
- Preserve the environment and keep noise levels low.

Off-Road Riding

ATV/ORV Requirements

- ATV/ORV must be registered, have a rear licence plate except in exempt areas such as Far Northern Ontario
- Must be insured under a motor vehicle liability policy



Municipal Bylaws

ATVs/ORVs are prohibited from travelling on a municipal road if a bylaw has not been issued. Municipalities decide which roads, the time of day and season when they are permitted. They can also establish additional rules. It's the rider's responsibility to check with the municipality if ATVs/ORVs are allowed.

Private Property

ATVs and ORVs that are driven on the vehicle owner's land are exempt from the following:

- Insurance
- Driver must be at least 12 years of age unless they are under direct supervision of an adult. It is strongly recommended that young riders are always supervised by an adult.
- Wearing a helmet, although it is strongly recommended that drivers and passengers wear a helmet when they ride

4

Liability

The owner of an ATV/ORV is liable for injury or damage that may occur when someone else is operating their vehicle. The owner may also be charged and convicted of an offence under the Off-Road Vehicles Act (ORVA), its regulations or a municipal bylaw if the driver of the vehicle is not complying with the Act.

Enforcement

When stopped by police or a conservation officer, you must produce the following when requested:

- Driver's licence, when required
- Registration permit
- Proof of insurance

Remember, when riding on private property, you must stop when signaled by a land owner and provide your name and address if requested.

Impairment

Off-Road

Drivers operating an ATV/ORV along a roadway, on Crown Land, private property, or a trail system while impaired with a Blood Alcohol Concentration level greater than .08 will face impaired driving charges under the Criminal Code of Canada.



On-Road

In addition to the impaired driving laws under the Criminal Code, drivers operating an ATV/ORV along a roadway, on Crown Land, private property, or a trail system, must also obey Ontario's drinking and driving laws under the Highway Traffic Act (HTA) as noted below.

5

Drivers caught with a Blood Alcohol Concentration level of .05 to .08 face the following:

- Escalating roadside driver's licence suspension of 3, 7, 30 days
- \$180 administrative monetary penalty
- Remedial Measures Program for second and subsequent offence
- 6 month ignition-interlock condition on driver's licence for third or subsequent offence

Drivers caught with a Blood Alcohol Concentration level greater than .08 or who fail/refuse to comply with a demand of alcohol/drug testing face the following:

- Roadside driver's licence suspension for 90 days
- Roadside vehicle impoundment for 7 days
- \$180 administrative monetary penalty

Note: If the driver is later convicted, they face a further suspension period upon conviction (minimum 1 year for first offence). They must also complete the Remedial Measures Program, followed by the installation of an ignition interlock device in any of the driver's vehicles for a minimum of 1 year.

Novice and Young drivers (under 22)

If caught with any amount of alcohol in their system, they face an immediate 24-hour driver's licence suspension, and, if convicted, a minimum 30-day suspension and a fine up to \$500.

Young Riders



Age

- 12 years of age or older to ride off-road, e.g. trails, private property, or Crown Land. If under age 12 must be under direct supervision of an adult. No licence required.
- 16 years of age or older with a valid G1, M1 or greater driver's licence to directly cross a permitted road
- 16 years of age or older with a valid G2, M2 driver's licence or greater to drive along a permitted road
- Must be at least 8 years old to be a passenger on a side-by-side, UTV, and also be able to reach and use the foot rests on a 2-up ATV when on-road

6

Ability

- Manufacturers strongly recommend that adult sized ATVs/ORVs not be driven by anyone under the age of 16
- Young riders should only drive ATVs/ORVs that are designed for their size, strength and ability
- Young riders should always be supervised by an experienced adult and take an ATV training course

Safety Gear

- Riders and passengers must wear an approved motorcycle helmet that is securely fastened under the chin by the chin strap
- Goggles, boots, pants, gloves and a long sleeved shirt are recommended

7

Be Prepared

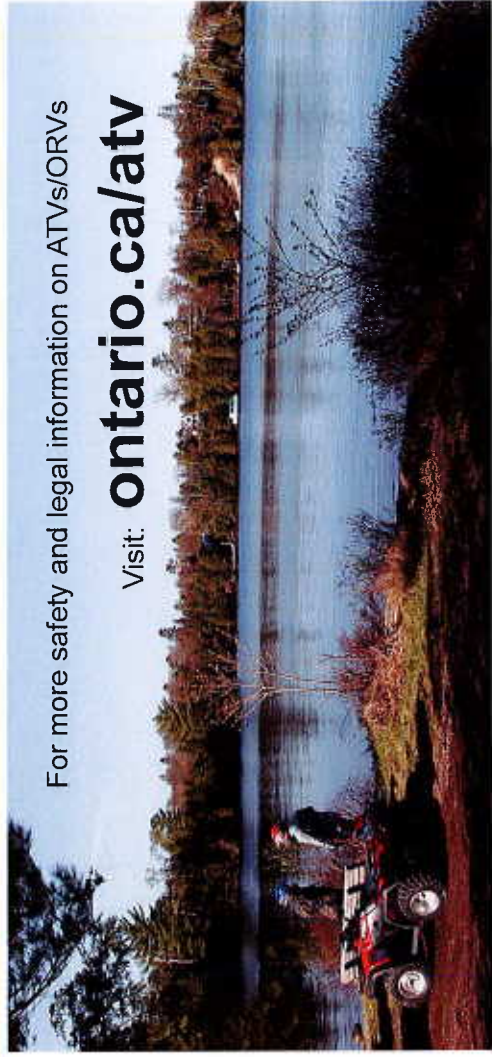
- Take an ATV/ORV safety course. Learn to ride from an expert. For information on courses and other related information, visit the Ontario Federation of All-Terrain Vehicles at: ofatv.org
- Know your machine. Read the operator's manual.
- Ride within your ability and skill level. Always stay in control.
- Always check your machine and keep it in good working condition. Check oil, gas, other fluid levels, lights, brakes, tires and air pressures.
- Ride with others if possible. Always let someone know where you are going and when you expect to return.
- Carry an emergency kit, and a mobile phone if service is available
- Be courteous and responsible when riding

Legislation information sources

Visit: ontario.ca/laws



Highway Traffic Act Ontario Regulation 316/03

- Part 1 Definitions
 - Part III Equipment Requirements
 - Part IV Exemptions
 - Schedule A: Prohibited Highways
 - Schedule B: Permitted Highways
- Off-Road Vehicles Act, Ontario Regulation 863
- Schedule 1: Prohibited Highways for crossing



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APPROVAL BLOCK	
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CITY OF BELLEVILLE
Christine Stewart, Deputy City Clerk
On Behalf of the Traffic Advisory
Committee
Report No. DCC-2017-15
August 28, 2017

To: Mayor and Members of City Council

Subject: Parking Offences - Set Fines Increase

Recommendation:

"THAT the Deputy City Clerk's Report No. DCC-2017-15 be received and the set fines for parking offences be accepted as outlined."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with the City's strategic theme "Transportation and Mobility" and the City's strategic objective to "Plan and develop a safe and efficient road and transportation system that addresses the needs of our residents and businesses".

Background:

At the Downtown Parking Committee meeting held on August 9, 2017, information regarding set fines for parking offences was presented to the Committee and the following resolution was passed:

"THAT the Downtown Parking Committee recommended a report be prepared for Council's consideration to start the process to increase the Set Fines with fines increasing as follows:

<u>Current Set Fines</u>	<u>Proposed Updated Fines</u>
\$10.00	\$12.00
\$20.00	\$30.00
\$75.00	\$75.00
\$300.00	\$305.00

The attached chart outlines the current and proposed set fines for parking offences.

Financial/Analysis:

Set fines for parking offences in the City of Belleville have not increased since 2007 and the Downtown Parking Committee determined that increasing the set fines for parking offences was warranted in order to align the level of deterrence with the current hourly rate for parking.


In addition, since 2007, the City of Belleville has offered an early voluntary payment program for parking offences whereby a reduced amount can be paid within seven (7) days of the offence. The early voluntary payment amount is considered to be an inducement or incentive for those charged to make payment earlier in the process by establishing an amount that is approximately one-third less than the set fine for the offence. For offences that pose a safety hazard, a reduced payment option is not offered.

It is noted that the Provincial Offences Act requires that the proposed set fines be submitted to the Attorney General's Office for approval by the Regional Senior Justice and this process can take approximately six (6) months to be completed. After court approval has been granted, updated parking tickets will be required to reflect the updated fines.

Conclusion:

Staff will commence the process to obtain approval of the revised Set Fines from the Regional Senior Justice.

Respectfully submitted,



Christine Stewart, CMO
Deputy City Clerk
On Behalf of the Downtown Parking Committee

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Attachment: Chart – Current and Proposed Set Fines

August 28, 2017
Proposed Increases to Set Fines - Parking Offences

ITEM #	SHORT FORM WORDING	CURRENT		PROPOSED	
		VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE	VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE
1	Park on left side of street when not one way - curb	\$13.00	\$20.00	\$ 20.00	\$ 30.00
2	Park on left side of street when not one way -- no curb	\$13.00	\$20.00	\$ 20.00	\$ 30.00
3	Fail to park at 45 degree angle	\$13.00	\$20.00	\$ 20.00	\$ 30.00
4	Fail to park within designated lines	\$13.00	\$20.00	\$ 20.00	\$ 30.00
5	Park wrong way on one way street -- curb	\$13.00	\$20.00	\$ 20.00	\$ 30.00
6	Park wrong way on one way street -- no curb	\$13.00	\$20.00	\$ 20.00	\$ 30.00
7	Park on sidewalk or footpath	\$13.00	\$20.00	\$ 20.00	\$ 30.00
8	Park within 0.5 meters of driveway	\$13.00	\$20.00	\$ 20.00	\$ 30.00
9	Park within an intersection or crosswalk	\$13.00	\$20.00	\$ 20.00	\$ 30.00
10	Park within 3 meters of fire hydrant	\$13.00	\$20.00	\$ 20.00	\$ 30.00
11	Park on crosswalk	\$13.00	\$20.00	\$ 20.00	\$ 30.00
12	Park on pedestrian crossover	\$13.00	\$20.00	\$ 20.00	\$ 30.00
13	Park within 9 meters of pedestrian crossover	\$13.00	\$20.00	\$ 20.00	\$ 30.00
14	Park within 9 meters of crosswalk	\$13.00	\$20.00	\$ 20.00	\$ 30.00
15	Park within 9 meters of intersection crosswalk	\$13.00	\$20.00	\$ 20.00	\$ 30.00
16	Park on bridge, underpass or approach	\$13.00	\$20.00	\$ 20.00	\$ 30.00
17	Park obstruct snow removal	N/A	\$75.00	N/A	\$ 75.00
18	Park to prevent convenient removal of other vehicle	\$13.00	\$20.00	\$ 20.00	\$ 30.00
19	Park within 2 meters of church front entrance	\$13.00	\$20.00	\$ 20.00	\$ 30.00
20	Park within 2 meters of hospital front entrance	\$13.00	\$20.00	\$ 20.00	\$ 30.00
21	Park within 2 meters of hotel front entrance	\$13.00	\$20.00	\$ 20.00	\$ 30.00
22	Park within 2 meters of theatre front entrance	\$13.00	\$20.00	\$ 20.00	\$ 30.00
23	Park within 2 meters of public building front entrance	\$13.00	\$20.00	\$ 20.00	\$ 30.00
24	Park within 15 meters of level railway crossing	\$13.00	\$20.00	\$ 20.00	\$ 30.00
25	Park within 15 meters of Signal Light Traffic System	\$13.00	\$20.00	\$ 20.00	\$ 30.00
26	Park within 9 meters of street lines on stop street	\$13.00	\$20.00	\$ 20.00	\$ 30.00
27	Park within 9 meters of Fire Hall on hall side of road	N/A	\$75.00	N/A	\$ 75.00
28	Park within 30 meters of Fire Hall opposite Fire Hall	N/A	\$75.00	N/A	\$ 75.00

ITEM #	SHORT FORM WORDING	CURRENT		PROPOSED	
		VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE	VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE
29	Double park	\$13.00	\$20.00	\$ 20.00	\$ 30.00
30	Park improperly in parking space	\$13.00	\$20.00	\$ 20.00	\$ 30.00
31	Park within "T-type" intersection	\$13.00	\$20.00	\$ 20.00	\$ 30.00
32	Park when prohibited adjacent to school	\$13.00	\$20.00	\$ 20.00	\$ 30.00
33	Park when prohibited	\$13.00	\$20.00	\$ 20.00	\$ 30.00
34	Park more than 120 minutes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
35	Park more than 15 minutes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
36	Park more than 10 minutes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
37	Park more than 30 minutes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
38	Park more than 1 hour	\$13.00	\$20.00	\$ 20.00	\$ 30.00
39	Park in reserved space – police vehicle	\$13.00	\$20.00	\$ 20.00	\$ 30.00
40	Park in reserved space – Mayor	\$13.00	\$20.00	\$ 20.00	\$ 30.00
41	Park in reserved space – Councillor	\$13.00	\$20.00	\$ 20.00	\$ 30.00
42	Park between 1:00 am and 6:00 am	\$13.00	\$20.00	\$ 20.00	\$ 30.00
43	Park more than 12 consecutive hours	\$13.00	\$20.00	\$ 20.00	\$ 30.00
44	Park proper coinage not deposited	\$6.50	\$10.00	\$ 8.00	\$ 12.00
45	Park – expired meter	\$6.50	\$10.00	\$ 8.00	\$ 12.00
46	Park improperly in meter parking space	\$6.50	\$10.00	\$ 8.00	\$ 12.00
47	Park - ticket not properly displayed	\$6.50	\$10.00	\$ 8.00	\$ 12.00
48	Park expired meter	\$6.50	\$10.00	\$ 8.00	\$ 12.00
49	Park oversized vehicle without depositing coinage	\$6.50	\$10.00	\$ 8.00	\$ 12.00
50	Park – covered meter	\$6.50	\$10.00	\$ 8.00	\$ 12.00
51	Park – meter removed from standard	\$6.50	\$10.00	\$ 8.00	\$ 12.00
52	Stop when prohibited	\$13.00	\$20.00	\$ 20.00	\$ 30.00
53	Park – repair vehicle	\$6.50	\$10.00	\$ 8.00	\$ 12.00
54	Park on private property	\$13.00	\$20.00	\$ 20.00	\$ 30.00
55	Park on City property	\$13.00	\$20.00	\$ 20.00	\$ 30.00
56	Park on Local Board property	\$13.00	\$20.00	\$ 20.00	\$ 30.00

ITEM #	SHORT FORM WORDING	CURRENT		PROPOSED	
		VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE	VOLUNTARY PAYMENT (Payable within 7 days)	SET FINE
57	Park in "No Parking" area	\$13.00	\$20.00	\$ 20.00	\$ 30.00
58	Park – interfere with civic services	N/A	\$75.00	N/A	\$ 75.00
59	Park – interfere with snow removal 5:00 pm – 7:00 am	N/A	\$75.00	N/A	\$ 75.00
60	Park – improperly in parking lot space	\$6.50	\$10.00	\$ 8.00	\$ 12.00
61	Fail to pay for all parking lot spaces used	\$6.50	\$10.00	\$ 8.00	\$ 12.00
62	Park – other than designated space	\$13.00	\$20.00	\$ 20.00	\$ 30.00
63	Park not close as practical to meter	\$13.00	\$20.00	\$ 20.00	\$ 30.00
64	Park on parking lot – obstruct aisle or laneway	\$13.00	\$20.00	\$ 20.00	\$ 30.00
65	Park on parking lot – prevent removal of other vehicle	\$13.00	\$20.00	\$ 20.00	\$ 30.00
66	Park on parking lot – impede ingress or egress	\$13.00	\$20.00	\$ 20.00	\$ 30.00
67	Park on parking lot – on walkway	\$13.00	\$20.00	\$ 20.00	\$ 30.00
68	Park in prohibited area	\$13.00	\$20.00	\$ 20.00	\$ 30.00
69	Park in reserved area	\$13.00	\$20.00	\$ 20.00	\$ 30.00
70	Park longer than posted time limit	\$13.00	\$20.00	\$ 20.00	\$ 30.00
71	Park in loading bay	\$6.50	\$10.00	\$ 8.00	\$ 12.00
72	Park in Fire Route	N/A	\$75.00	N/A	\$ 75.00
73	Park in metered parking space in parking lot without depositing proper coinage	\$6.50	\$10.00	\$ 8.00	\$ 12.00
74	Park in metered parking space in parking lot without activating meter	\$6.50	\$10.00	\$ 8.00	\$ 12.00
75	Park in parking lot at covered meter	\$6.50	\$10.00	\$ 8.00	\$ 12.00
76	Park in handicapped space	N/A	\$300.00	N/A	\$ 305.00
77	Park bus not at bus stop	\$13.00	\$20.00	\$ 20.00	\$ 30.00
78	Park in bus stop	\$13.00	\$20.00	\$ 20.00	\$ 30.00
79	Park in school bus loading zone	\$13.00	\$20.00	\$ 20.00	\$ 30.00
80	Park in loading zone for unlawful purposes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
81	Park in commercial loading zone outside permitted hours	\$13.00	\$20.00	\$ 20.00	\$ 30.00
82	Park in taxi loading zone	\$13.00	\$20.00	\$ 20.00	\$ 30.00
83	Park taxi in loading zone longer than 15 minutes	\$13.00	\$20.00	\$ 20.00	\$ 30.00
84	Park other than parallel	\$ 13.00	\$ 20.00	\$ 20.00	\$ 30.00



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CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT
PLANNING SECTION
Greg Pinchin, Special Projects Planner
Report No. PP-2017-43
August 28, 2017

To: Mayor and Members of Council

Subject: Façade Improvement Program – Request for Additional 2017 Funding

Recommendation:

"THAT pursuant to the Special Projects Planners' Report No. PP-2017-43 the enhanced Façade Improvement Grant (up to 75%) be extended until one year after the completion of the downtown construction (Build Belleville project); and

THAT the 2017 Façade Improvement Program operating budget be amended with an increase of \$30,000."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine (9) strategic themes. The recommendation within this Report aligns with the City's strategic theme "City centre revitalization" and its goals to improve the image of the City, counter urban decay, and create an environment that will stimulate investment. Façade Improvement Grant allocations under the Community Improvement Plan for Belleville's Downtown stimulate private sector investment in revitalization.

Background:

The Façade Improvement Program has been part of the City's Downtown Community Improvement Plan since 2002. In the last 15 years, Council has seen the approval of over \$500,000 in grant funding for improvements to downtown building façades. Council approved an enhancement to the Program that funds up to 75% of the cost of eligible projects during the Build Belleville downtown construction period. This, in combination with renewed interest brought about by improvements downtown has seen grant funds being allocated to projects more quickly than expected.

After several years of only 3 to 5 applications per year, the program has seen strong interest with 9 applications in 2016 and already 8 this year. Following approval of another report before Council today, the Program's budget and reserve combined will only contain \$9,391.92 that has not been allocated to projects. There is an additional application before the Committee that is expected to use most of that, and at least two other applicants have noted that they are preparing to apply.

The Façade Improvement Committee discussed the Program's finances at their Meeting of August 18, 2017 and approved the following resolutions:

1. "THAT the Façade Improvement Committee recommend to City Council that the enhanced grant to fund up to 75% of the cost of façade improvements, subject to the parameters of the program, be extended until one year after the completion of the Build Belleville downtown construction period. "
2. "THAT the Façade Improvement Committee recommend to City Council that an additional \$30,000 be added to the 2017 Program Budget, as existing funds are being allocated to projects and there is continued interest from potential applicants."

To encourage participation in the Program, in association with the Build Belleville project in recent years, Council agreed to enhance the maximum grant amounts until the end of 2017 (during the downtown construction period) to fund up to 75% of façade improvement projects, instead of the default grant of up to 50%.

Since project timelines have changed, and business owners are unable to carry out projects while construction is taking place, the Committee recommends extending the enhanced grant until 1 year after the completion of the Build Belleville downtown project. This would not have a direct effect on the Program budget, but would affect how quickly funds are allocated to projects.

Further, as noted above, available funds in the program budget and reserve are nearly depleted, and the Committee recommends that additional funds be allocated to the Program as there is still 4 months remaining in the year, and there are more property owners preparing applications.

Financial:

Approval of the recommendation in this report will require Council, in consultation with Staff, to determine a source for the additional funding requested for the Façade Improvement Program. The proposal to lengthen the time that the enriched 75% grant is available does not directly impact Program finances.

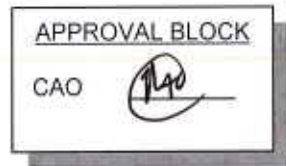
Conclusion:

The Façade Improvement Committee has recommended an additional \$30,000 to top-up the 2017 Façade Improvement Program budget. Further, the Committee recommends that the enriched grant for property owners of up to 75% of the cost of improvements be extended until a year after the completion of the downtown Build Belleville construction project. These recommendations are presented for Council's consideration.

Respectfully submitted,



Greg Pinchin
Special Projects Planner



MANAGER OF HUMAN RESOURCES
Tim M Osborne CMM III Dipl. M.M.,
Report No. MHR 2017-07
August 28, 2017

To: Mayor and Members of Council

Subject: Prohibit Smoking Near Doorways, Entrances, Platforms and Exits of Municipal Buildings in the Corporation of the City of Belleville

Recommendation:

“THAT pursuant to the Manager of Human Resources Report No. MHR 2017-07, Prohibiting Smoking Near Doorways, Entrances, Platforms and Exits of Municipal Buildings in the City of Belleville, a By-law be prepared for Councils’ consideration.”

Strategic Plan Alignment:

The City of Belleville’s Strategic Plan identifies nine strategic themes. The recommendation contained within this report aligns with each of the City’s nine strategic themes and the City’s Vision Statement of financial sustainability.

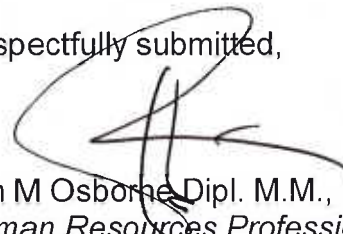
Background:

The Smoke-Free Ontario Act prohibits smoking tobacco in all enclosed workplaces and enclosed public places, as well as other designated places in Ontario, to protect workers and the public from the hazards of second-hand smoke. As a response to several complaints and in an effort to be in compliance with the *Act*, the By-Law To Prohibit Smoking Near Doorways, Entrances, Platforms and Exits of Municipal Buildings in the Corporation of the City of Belleville will further support our commitment to providing a mechanism to protect both employees and the public from the effects of second-hand smoke.

Conclusion:

That Council authorize a By-law prohibiting Smoking Near Doorways, Entrances, Platforms and Exits of Municipal Buildings in the City of Belleville.

Respectfully submitted,


Tim M Osborne Dipl. M.M., CMM III
Human Resources Professional
Manager of Human Resources

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2017-**

**BEING A BY-LAW TO PROHIBIT SMOKING NEAR DOORWAYS,
ENTRANCES, PLATFORMS AND EXITS OF MUNICIPAL BUILDINGS IN THE CORPORATION
OF THE CITY OF BELLEVILLE**

WHEREAS Section 115 of the Municipal Act, 2001 (S.O. 2001, C25 as amended) authorizes the Council of a local municipality to pass a by-law to prohibit or regulate the smoking of tobacco in public places and workplaces within the municipality;

AND WHEREAS it has been determined that second hand smoke (exhaled smoke and the smoke from idling cigarettes, cigars, pipes or other lighted or heated smoking equipment used to smoke any tobacco or non-tobacco substance) is a health hazard or discomfort for many inhabitants and for employees of the Corporation of the City of Belleville;

NOW THEREFORE the Council of the Corporation of the City of Belleville enacts as follows:

This By-law may be referred to as the "Smoking Prohibition Near Municipal Buildings By-law".

1. DEFINITIONS

- 1.1 **"Municipal Building"** includes but is not limited to any building owned, operated or leased by the City of Belleville;
- 1.2 **"Doorways, Entrances, Platforms and Exits"** will mean any access point to a building, being either to enter or to exit and includes emergency exits;
- 1.3 **"Smoke or Smoking"** includes the carrying of a lighted cigarette, cigar, pipe, or any other lighted or heated smoking equipment used to smoke any tobacco or non-tobacco substance;
- 1.4 **"Transit Terminal"** means that part of the Belleville Transit Terminal at 165 Pinnacle Street including the platform and shelters.

2. INTERPRETATION

- 2.1 This by-law shall apply to the smoking in every designated public place within the geographic limits of the City of Belleville.

3. ADMINISTRATION/ENFORCEMENT

- 3.1 The City of Belleville and Hastings Prince Edward Public Health are responsible for the administration and enforcement of this by-law.

3.2 The provisions of this by-law respecting the prohibition of smoking in designated public places will be enforced by inspectors. An inspector may, at any reasonable time, enter any designated public place in which smoking is prohibited to determine whether this by-law is being complied with and, for this purpose, may make such examinations, investigations and inquiries as are necessary.

4. REGULATIONS

4.1 No person shall smoke within a 9.0 metre (29.5 feet) radius surrounding any doorways, entrances, platforms or exits of any municipal building.

5. OFFENCE AND PENALTY PROVISIONS

5.1 Every person who contravenes any provision of this by-law is guilty of an offence as provided for in subsection 429(1) of the Municipal Act, 2001.

5.2 Every person who hinders or obstructs a person lawfully carrying out the enforcement of this by-law is guilty of an offence.

5.3 A person who is convicted of an offence under this by-law is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00 as provided for in subsection 429(3) 1. of the Municipal Act, 2001.

5.4 A person who is convicted of an offence under this by-law is liable, for each day or part of a day that the offence continues, to a minimum fine of \$500.00 and a maximum fine of \$10,000.00 and the total of all daily fines for the offence is not limited to \$100,000.00 as provided for in subsection 429(3) 2. of the Municipal Act, 2001.

5.5 When a person has been convicted of an offence under this by-law, the Superior Court of Justice or any court of competent jurisdiction thereafter, may, in addition to any penalty imposed on the person convicted, issue an order

- (a) prohibiting the continuation or repetition of the offence by the person convicted;

and

- (b) requiring the person convicted to correct the contravention in the manner and within the period that the court considers appropriate.

6. CONFLICTS

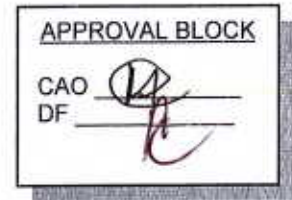
6.1 If a provision of this by-law conflicts with an Act or a Regulation or another by-law, the provision that is the most restrictive of smoking shall prevail.

7. SEVERABILITY

- 7.1 If any section or sections of this by-law or parts thereof are found in any court of law to be illegal or beyond the power of Council to enact, such section or sections or parts thereof shall be deemed to be severable and all other sections or parts of this by-law shall be deemed to be separate and independent therefrom and to be enacted as such.

THIS BY-LAW SHALL COME INTO FORCE AND TAKE EFFECT IMMEDIATELY ON AND AFTER THE PASSING THEREOF.

DRAFT



CITY OF BELLEVILLE
Joel Carr-Braint, Special Projects Manager
Chief Administrators Office
Report No. SPM-2017-02
August 28, 2017

To: Mayor and Members of Council

Subject: 31 Wallbridge Crescent renovations

Recommendation:

"THAT the Tender submission from Tom Belch and Sons Building Contractors Ltd. be accepted for the supply, demolition, renovation and construction as per Architectural Drawings and Specifications at 31 Wallbridge Crescent in the amount of \$2,434,000.00 plus \$316,420.00 HST for a total amount of \$2,750,420.00 this being the most qualified tender received and that the Mayor and City Clerk be authorized to sign the Acceptance Agreement on behalf of the Corporation of the City of Belleville and that the City Clerk be authorized to affix the Corporate Seal;

AND THAT pre-budget approval in the amount of \$1,700,000 for the additional funding required for Phase One of 31 Wallbridge Crescent Renovations, to be funded from Long Term Debt, be approved."

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. The recommendation within this report aligns with one of the City's strategic themes, Infrastructure.

Background:

The City of Belleville purchased 31 Wallbridge Crescent in 2016 to help consolidate outside operations staff to a campus type development. The City is now preparing to undertake renovation work at 31 Wallbridge Crescent to allow for the relocation of Environmental Services (Water Distribution Operations) and the temporary relocation of Veridian's area office from 195 College Street to make room for renovations to that building for the new Police Facility.

The Tender was posted on Friday, August 4, 2017 at 12:30 p.m. and closed Thursday August 17, 2017 at 1 p.m. The Tender was open for 13 days and a site visit for Contractors was held on August 8, 2017 at 10 a.m.

There were 19 plan takers and 2 submissions (1 disqualified) with two addenda issued. Tenders were opened in the Finance Department. Emmons & Mitchell Construction Limited's bid submission has been disqualified as it did not contain the required "Signed" Bid Form as per Purchasing Policy, Appendix C – Policy Dealing with Irregularities.

Financial/Analysis:

Funds for the first phase of renovations were approved by Council as a 2017 capital budget item.

A. Tender Results

Contractor	Bid Price	Corrected Bid	HST at 13%	Total Tender Amount	Net Contract Cost to City *
Tom Belch and Sons Building Contractors Ltd	2,434,000.00		316,420.00	2,750,420.00	2,476,838.40

* Contract Cost net of all HST rebates and credits

Contractor Selected	Tender Price	Corrected Price	HST at 13%	Total Tender Amount	Net Contract Cost to City
Tom Belch and Sons Building Contractors Ltd.	\$2,434,000.00		\$316,420.00	\$2,750,420.00	\$2,476,838.40

B. Proposed Contract Details

Component	Net Contract Cost to City
Phase one renovation	
Net Contract Cost to City	2,476,838.40

C. Budget

Council approved \$2M in the 2017 Capital Budget for Phase One renovations and construction to 31 Wallbridge Crescent. The building was relatively new to the city and planning had not started so we budgeted \$2M to get started knowing there will need to be a phase two in the near future.

To date we have incurred approximately \$600,600.00 in costs for various items such as: Additional Council approved roofing project costs (\$418,550), HVAC repairs (\$33,240), Architectural fees (\$48,634), Surveyor (\$9,600), Asbestos/Hazardous material study and removals (\$14,155), repair and relocate 3 outside storage trailers to 459 Sidney St.

(\$13,595), Electrical wire and systems removal (\$3,260), shelving relocation, waste disposal and soft demolition inside (\$59,566).

Additional funding required for Phase One is: \$1.7M from Long Term Debt. to cover additional construction costs of \$1,351,020.00, plus: increase in water service for sprinkler system and increase in sanitary service, initial grading to north side of building, interior and exterior fencing, moving costs and contingency which will require pre-budget approval.

Project Title	Component	Year	Budget No.	Budget Approved
Building upgrade	31 Walbridge Cres	2017	17-1.077	\$2,000,000.00
Additional long term debt. required for phase one including contingency	31 Walbridge Cres	2017		\$1,700,000.00
Total Budget				\$3,700,000.00

We are working with our Architects, Engineers, and consultants to prepare a detailed 2018 Capital Budget submission for Phase Two which will be presented to Council for consideration in November. Phase Two of this project will include the parking lot, exterior cladding, and additional renovations inside the building.

Conclusion:

Management recommends that Council fund the additional funds required for phase one renovations of \$1,700,000.00 from Long Term Debt and accept the Tender price from Tom Belch and Sons Building Contractors Ltd., this being the lowest qualified Tender received.

Respectfully submitted,

Joel Carr-Braint
Special Projects Manager

Attach. Schedule "A" - Proposal Opening Summary
Schedule "B" - Proposed Floor Plans
Schedule "C" - Preliminary Site Plan

PROPOSAL OPENING SUMMARY

TO: Joel Carr-Braint, Special Projects Manager
FROM: Christine Fradley, Purchasing Supervisor
DATE: August 17, 2017
SUBJECT: RFP-SPM-2017-01 RENOVATIONS TO 31 WALLBRIDGE CRST. FILE NO. P-15-17

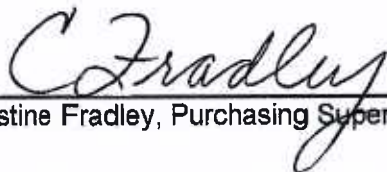
The subject Request for Proposals closed on Thursday August 17, 2017 at 1:00 p.m., local time and the following proposals were received. Attached are copies of the submissions for your review and preparation of the report to Council.

COUNCIL REPORT SUMMARY

Date Posted: Friday August 4, 2017 at 12:30pm
 Date Closed: Thursday August 17, 2017 at 1:00pm
 Days Open: 13
 No. of Plan Takers: 19
 No. of Submissions: 2 (1 disqualified).
 No. of Addendum/Addenda Issued: 2

Name of Bidder	Bid Form Properly Signed	Addenda No. 1&2 Received	Mandatory Qualification Requirements met.	Agreement to Bond	Bid Deposit
Emmons & Mitchell Construction Limited	NO**	YES	YES	YES	Bid Bond 10%
Tom Belch & Sons Building Contractors Ltd.	YES	YES	YES	YES	Bid Bond 10%

****Note: Emmons & Mitchell Construction Limited's bid submission has been disqualified as it did not contain the required "Signed" Bid Form (see attached copy of Appendix C – Policy Dealing with Irregularities).**



Christine Fradley, Purchasing Supervisor

SCHEDULE "B" to Report No. SPM-2017-02

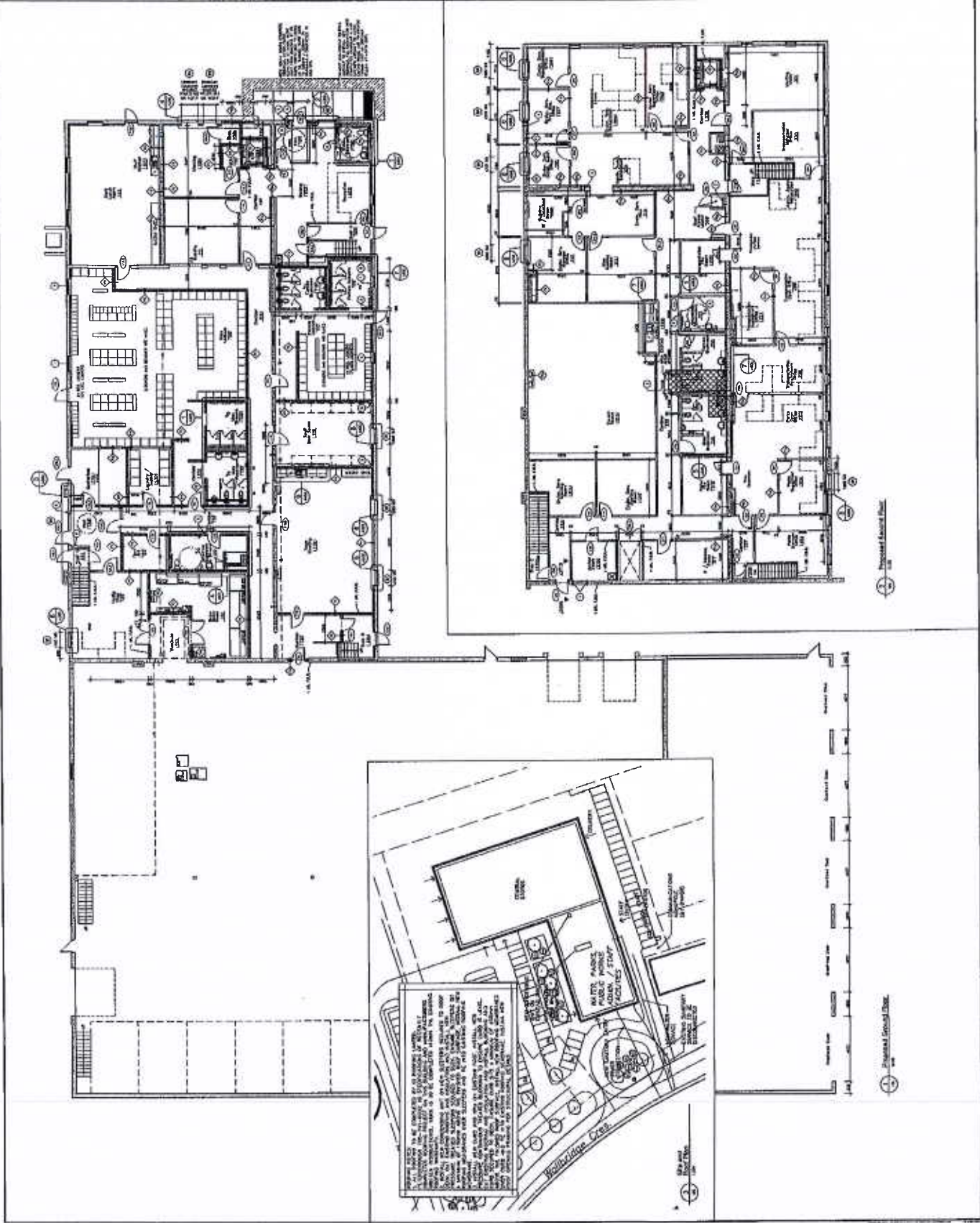


DATE: 08/15/17
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CLIENT: [Illegible]
SCALE: [Illegible]

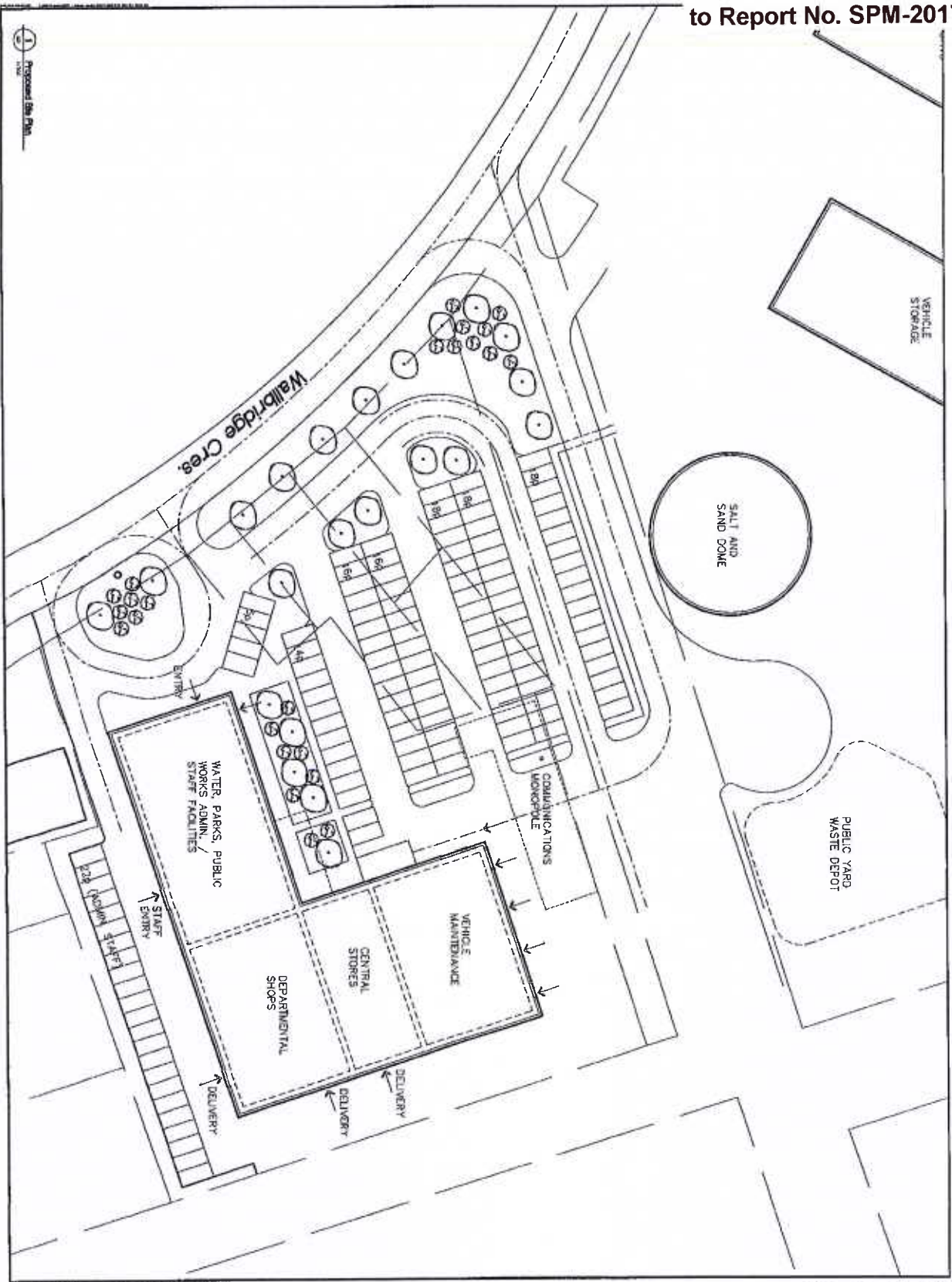
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- 9. [Illegible]
- 10. [Illegible]

PROJECT NAME: [Illegible]
PROJECT NUMBER: [Illegible]
PROJECT LOCATION: [Illegible]
CITY: [Illegible]
STATE: [Illegible]

DATE	11/15/17	SCALE	A100
BY	[Illegible]	CHECKED	[Illegible]
DESIGNED	[Illegible]	APPROVED	[Illegible]



SCHEDULE "C"
to Report No. SPM-2017-02



PRELIMINARY
NOT FOR CONSTRUCTION

Project Name: **Palmdale Edison Reopendia**
 Project Location: **Palmdale Edison Site**
 Project Number: **1710**
 City of Palmdale: **Palmdale**
 Date: **11/10/2017**

Scale: **AS SHOWN**

Sheet: **A001**

SEA
 Structural Engineering Associates, Inc.
 1000 West Broadway, Suite 100
 Los Angeles, CA 90015
 Phone: (213) 620-1000
 Fax: (213) 620-1001
 Email: info@sea.com