1. INTRODUCTION

The Official Plan is the principal land use policy document for the City of Thunder Bay. It is a formal statement by Council of land use goals, objectives, and policies, intended for the guidance of public and private development decisions within the City of Thunder Bay. It shall form the basis for decisions regarding the City's Zoning By-law, other land use controls, and future planning initiatives during the 20-year life span of this Plan.

This document represents not only the goals and objectives of Council, but also the collective concerns and thoughts of the City's population, as opportunities for public input have formed important steps in the plan making process.

This Official Plan replaces the City of Thunder Bay Official Plan, adopted by City Council in July of 1982, together with all of its subsequent amendments.

1.1 Statement of Principles

This document is founded upon the following principles:

a) more effective, efficient and consistent decision making and administration of the affairs of the municipal corporation can be achieved through the development and implementation of a formally established set of goals, objectives, and policies;

b) municipal planning, although conducted within a provincial framework of legislation, is a municipal responsibility;

c) public involvement in the development and application of plans is an essential component of the municipal planning process; and

d) change must be managed to protect resources, promote efficient, cost-effective development, and land use patterns which stimulate economic growth, protect the environment, and public health.
1.2 General Goals

The general goals of this Plan are to:

a) promote a pattern of land use, and the provision of services and facilities which will enhance the health, safety and well being of all present and future residents of the City;

b) ensure that development occurs in an efficient and cost-effective manner;

c) reduce the potential for public cost or risk by directing development away from areas where there is a risk to public health or safety or of property damage;

d) support a balance among the various basic land uses with sufficient and suitable lands to meet the needs of the community;

e) minimize the possibility of conflict and incompatibility between land uses;

f) preserve and enhance the quality of the natural, social and cultural environments;

g) maximize opportunity for choice in employment, housing, recreation, and overall lifestyle for all City residents;

h) promote the growth of new business and employment opportunities at appropriate locations, and to encourage the strengthening of existing business functions;

i) promote the enhancement of working relationships between the City and the surrounding communities in an effort to ensure effective planning across political boundaries; and,

j) establish the basis and framework for the City's Zoning By-law and for successive and more detailed planning initiatives which may be prepared from time to time.
1.3 **Basis of the Plan**

The City of Thunder Bay Official Plan, adopted by Council in 1982 and approved by the Minister of Municipal Affairs in 1983, together with its various amendments, form the basis for this Official Plan. In updating this Plan considerable research was undertaken with respect to demographic changes, housing and settlement patterns, commercial and industrial development, environmental matters and a variety of other land use issues. Careful consideration has also been given to the input received from a broad spectrum of agencies, groups and organizations, and the general public.

In January 2000, Council passed a resolution endorsing *Fast Forward Thunder Bay*>>. *Fast Forward*>> is a community development plan that outlines three strategic directions - Quality of Life, Diversified Economy, and Regional Networks. Efforts have been made to ensure that this Official Plan is consistent with the directions set out in *Fast Forward*>> and supports its implementation.

It is acknowledged that municipal planning is conducted within a provincial regulatory framework. This Plan has been prepared with regard to the Provincial Policy Statement issued by the Province of Ontario in May 1996 and as revised in February 1997. Any future amendments to this Plan shall also have regard to the Provincial Policy Statement, as amended from time to time.

The City encourages both the federal and provincial levels of government to follow this Plan in all of their land use decisions and initiatives, or to work with the City to develop a suitable amendment prior to development.

1.4 **Structure of the Plan**

This document consists of an introductory section, a general policies section to address City-wide issues; a land use policy section dealing with specific land use areas; a section that outlines the interpretation and implementation of the Plan and a section in which Community Plans are presented. The figures bound within the text of this Plan, the schedules associated with the Community Plans, and Schedules "A" through "E" also form part of this Plan. Any appendices, that may be added from time to time, are intended only for general information purposes and do not form part of this Plan. In addition, the Table of Contents does not form part of the this Plan.
1.5 Pattern of Development and Urban Strategy

The City of Thunder Bay has a total land area of 323 square kilometres, of which approximately 40% is urban or suburban in character. Historically, development has radiated outward from the commercial cores of the former cities of Port Arthur and Fort William, with residential land use advancing in a westerly direction, and non-residential development occurring in the Intercity area. Rural and suburban residential growth has been active in recent years, offering alternative forms of accommodation and lifestyle.

Over the time frame of this Plan, growth will continue to be accommodated mainly within the "Urban Area Limit" defined on Schedule "A". Development will be directed to this area so as to ensure the efficient use of City services including municipal sewer and water service, street maintenance, police and fire protection, garbage collection, and amenities such as sidewalks and street lighting.

Areas designated as "Rural", "Suburban Residential" and "Rural Residential" will continue to provide limited opportunities for an alternative residential lifestyle.

It is recognized that the "Suburban Residential" and "Rural Residential" areas shown on Schedule "C" have potential for lot creation in excess of the 20-year time frame of this Plan. In recognition of this, no extension to the "Suburban Residential" or "Rural Residential" areas will be permitted.

The Intercity area will continue to be characterized by non-residential land uses. Commercial and industrial activities will dominate.

The importance of industrial uses along the waterfront is recognized; however, efforts will be made to facilitate a broad range of residential, commercial, and recreational uses along the waterfront at appropriate locations. Improvements to public access will also be a priority.

The two downtown areas will continue to be the focal points for entertainment, social and cultural pursuits, and will be characterized by a concentration of mixed uses.

The importance of the natural environment is recognized by this Plan. Protection will be afforded to wetland areas, fish and wildlife habitat and areas identified as "Areas of Natural and Scientific Interest."
2. THE NATURAL ENVIRONMENT

The City of Thunder Bay places a high priority on the protection and wise management of natural heritage features. It is recognized that the City has a diverse and abundant supply of natural heritage features and that these resources must be managed wisely in order to ensure their continued existence. These features are the habitat of many species and play an important role in the region's ecology. Changes to natural heritage features can affect the delicate balance between the area's plant, animal, water, air and landscape systems.

Through the application of the policies in this Plan, the City will attempt to ensure that development that meets the needs of the current generation can proceed without compromising the ability of future generations to enjoy the benefits of the natural heritage resources that exist today.

2.1 Natural Environment Objectives

It is Council's objective to:

a) identify natural heritage features within the City;

b) maintain and improve, where possible, the diversity of natural heritage features within the City and the natural connections between them;

c) improve property owners' awareness of the value of natural heritage features and increase their understanding of their role in ensuring the protection of these features; and,

d) support the requirements of senior levels of government with respect to the protection of natural heritage features.

2.2 Development and the Natural Environment

Natural heritage features and areas are to be protected from incompatible development to the fullest extent practical.

Applications for planning approval to permit development or site alterations within significant portions of the habitat of endangered and threatened species will not be supported.
Applications for planning approval to permit development within or adjacent to fish habitat, "Provincially Significant Wetlands," significant wildlife habitat, or "Areas of Natural and Scientific Interest," may only be supported if it has been demonstrated that there will be no negative impacts on the natural features or the ecological functions for which the area is identified.

2.3 Environmental Impact Study

Where concerns exist with respect to the impact of a development proposal on the natural environment, an Environmental Impact Study (EIS) may be required. These studies shall be carried out by a qualified professional, with recognized expertise in the appropriate environmental disciplines, and shall be prepared using established procedures and recognized methodologies. The proponent shall be responsible for all costs associated with the preparation of any Environmental Impact Study required to support a development proposal.

An Environmental Impact Study may be required for any development or redevelopment that requires a planning approval, on properties that are:

a) within or adjacent to an area identified as an "Area of Natural or Scientific Interest";

b) within or adjacent to the shoreline of a lake, river or stream;

c) within or adjacent to an area identified as a "Provincially Significant Wetland";

d) within or adjacent to any wetland or lands connecting wetland areas within a wetland complex; and/or,

e) adjacent to the habitat of endangered and threatened species, or within or adjacent to significant wildlife habitat.

Where an Environmental Impact Study is required, it shall include, but not be limited to:

a) a full description of the existing natural environment and the identification of the natural features and functions that may be affected, either directly or indirectly, by the proposed development;
b) a description of the potential impacts that might reasonably be expected to occur as a result of the proposed development;

c) suggested development alternatives that would avoid these impacts, or if impacts cannot be avoided, recommended actions to change, mitigate, or remedy the anticipated impacts, and the alternative methods of protecting natural features and ecological functions; and,

d) recommended monitoring activities.

No planning approval will be granted until the required Environmental Impact Study has been completed to the satisfaction of the City. In reviewing Environmental Impact Studies consultation may be sought with the Lakehead Region Conservation Authority, the federal Department of Fisheries and Oceans and/or any other appropriate public agency.

2.4 Environmental Policy Study

It is recognized that significant valley, river and stream corridors, lands connecting wetland areas within a wetland complex, significant portions of the habitats of endangered, threatened, or vulnerable species, significant wildlife habitat, and significant natural corridors have not yet been formally defined.

Council supports the preparation of an Environmental Policy Study that will seek to define and locate the natural heritage features noted above and refinements to the policies of this Plan that may be required as a result.

Until such time as an Environmental Policy Study is completed, the requirement to undertake an Environmental Impact Study will be determined on a site specific or development specific basis.

2.5 Increase Awareness of Natural Heritage Features

The City will undertake initiatives to improve property owners' awareness of the value of natural heritage features and to increase their understanding of their role in ensuring the protection of these features. In this regard, the City will seek to establish partnerships with groups and agencies that share this goal.
2.6 Forest Resources

Council recognizes the value and importance of forests and supports the wise use and management of forest resources.
3. HERITAGE RESOURCES

Buildings and sites of historic, architectural, archaeological or cultural significance serve as reminders of the past and constitute important cultural assets within the City. As development continues over time, buildings and sites of historic, architectural, archaeological or cultural significance, that are not protected in some way, become increasingly threatened by demolition or alteration. It is recognized that it is not always possible to preserve all buildings or sites of historic, architectural or archaeological value, but their significance should be assessed prior to demolition or alteration.

The Ontario Heritage Act provides both legal and administrative mechanisms for municipalities seeking to pursue heritage conservation. The City has formally recognized the heritage value of approximately two dozen buildings and one area by designation under the Ontario Heritage Act. There are also numerous significant archaeological sites provincially registered under the Ontario Heritage Act as well as areas with archaeological potential within the City which can be further identified and inventoried for heritage conservation planning purposes. Many other buildings and several other areas within the City may be worthy of recognition through designation under this Act.

3.1 Heritage Resources Objectives

It is Council's objective to:

a) conserve the historic, archaeological, architectural and cultural heritage resources of the City;

b) preserve and enhance structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, where practical, preserve significant public views and cultural heritage landscapes; and,

c) promote public awareness of heritage resources within the City.

3.2 Protection of Heritage Resources

The City shall seek to identify and protect structures, buildings, and areas of historic, archaeological, architectural or cultural significance.
The City shall continue to support the Local Architectural Conservation Advisory Committee (LACAC), and recognize its role as an advisory body on matters relating to heritage resources including the identification and designation of heritage resources, and the development and implementation of heritage conservation policies and programs.

The provisions of the Ontario Heritage Act will be utilized, as considered appropriate, for the protection of heritage resources within the City.

Public awareness of the historic, archaeological, architectural and cultural heritage resources within the City will be promoted. Public participation in all heritage conservation initiatives will be encouraged.

Heritage resource values will be considered in the planning of municipal infrastructure projects and these values will be protected or enhanced to the fullest extent practical.

### 3.3 Designation of Heritage Resources

Council may designate individual properties, buildings or structures, considered heritage resources, by by-law pursuant to the Ontario Heritage Act, based on one or more of the following criteria:

a) the heritage resource is the work of, or reflects the work of, a major architect, designer or landscape architect;

b) it is an outstanding example of its architectural style or period;

c) it is an example of significant engineering or method of construction;

d) it is a work of outstanding quality as a result of its external or internal treatment of materials, or use of space;

e) it is representative of a particular period of design or form of land use;

f) it is the only example, or one of the few remaining examples, within the City of a particular period or style of design;

g) the heritage resource is associated with a person or group of persons of local, provincial, national or international importance; or,
h) it is associated with some significant aspect of the history or development of the community.

Once designated under the Ontario Heritage Act, no alteration or demolition of a heritage resource may be undertaken that would adversely affect the reason(s) for the designation, except in accordance with the Ontario Heritage Act.

3.4 Heritage Conservation Districts

Council may designate areas as Heritage Conservation Districts, by by-law pursuant to the Ontario Heritage Act, based on one or more of the following criteria:

a) the area is associated with a particular historic event or era that is unique to the community;

b) the presence of properties that are considered significant to the community as a result of their location or setting;

c) the presence of properties representing a design or method of construction which is considered architecturally and/or historically significant;

d) the presence of properties that collectively represent a certain aspect of the development of the community which is worthy of maintaining; or,

e) the presence of physical, environmental or aesthetic elements which, individually may not constitute sufficient grounds for the designation of a Heritage Conservation District, but which collectively are significant to the community.

Lands in the vicinity of Waverley Park, from the intersection of High Street and Red River Road, extending along Red River Road and Waverly Street beyond Algoma Street, are designated as the Waverley Park Heritage Conservation District. The recommendations of the Waverley Park Heritage Conservation District Study shall be consulted when reviewing any proposal for the development, redevelopment or use of lands within this District.
Other areas within the City that may merit designation as heritage districts are to be examined. These areas include:

a) Victoria Avenue, east of Brodie Street, where a notable concentration of old and decorative commercial buildings exist;

b) the "Bay and Algoma" area where development and activities contribute to the cultural diversity of the City; and,

c) areas around Vickers Park and Hillcrest Park which contain many large, older homes of notable quality and architectural detail.

Other areas of historic note include certain areas along McVicar Creek, the area known as the Court Street ridge, portions of Ridgeway Street, and the Fort William Collegiate Institute area.

3.5 Heritage Conservation Easements

Heritage conservation easements, pursuant to the *Ontario Heritage Act*, may be applied to properties, with the consent of the property owner, where it is considered the appropriate tool to protect an identified heritage resource.

3.6 Municipally Owned Heritage Resources

Municipally owned heritage resources will be restored and maintained to the fullest extent practical. Council will support the restoration and maintenance of municipally owned heritage resources in a manner that serves as an example of proper stewardship of such resources.

3.7 Archaeological Resources

It is recognized that there may be archaeological remnants of prehistoric habitation within the City and important archaeological evidence of historic activities that have yet to be discovered.

In areas with significant potential for important archaeological resources, an archaeological assessment, prepared by an archaeologist licensed under the *Ontario Heritage Act*, will be required prior to the granting of any planning approval. All archaeological assessments are to prepared in accordance with the technical guidelines established by the Province for such assessments.
Council may maintain the integrity of archaeological resources by passing Zoning By-laws to prohibit any land use activity or the erection of buildings or structures on sites of significant archaeological resource.

The provisions of the Ontario Heritage Act and the Ontario Cemeteries Act shall apply, and the appropriate government agencies, including the Ministry of Tourism, Culture and Recreation (MTCR) and the Ministry of Consumer and Business Services (MCBS), will be consulted when an identified human cemetery, marked or unmarked human burial is affected by development.

No planning approval will be granted on lands containing archaeological resources or areas of archaeological potential unless all significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources are to be preserved on site, planning approval will only be given for development that maintains the heritage integrity of the site.

Studies of areas with archaeological potential shall use provincial screening criteria, or criteria developed by a licensed archaeologist based on the known archaeological record within the City. These criteria may include features such as proximity to water or ancient shorelines, rolling topography, unusual landforms, and any locally known significant heritage areas such as portage routes or other places of past human settlement.

3.8 Significant Public Views

Views from Hillcrest Park and from Van Norman Street, near its intersection with College Street, of the harbour break wall out toward the Sleeping Giant and out toward the Welcome Islands are recognized as significant public views. These public views shall be protected through the use of building height restrictions defined in the Zoning By-law.

It is recognized that several other important public views exist within the City. It is acknowledged that there is a need to identify public views worthy of protection and a need to determine the most practical ways to afford this protection. Further study and analysis of important public views within the City will be supported.

3.9 Heritage Resources Master Plan

The preparation of a Heritage Resources Master Plan will be encouraged. In preparing such a Plan, the City may consult with LACAC, the Ministry of
Tourism, Culture and Recreation, and/or any other appropriate public agency. This plan would identify and map heritage resources such as provincially registered and locally known archaeological sites, lands having the potential for the discovery of archaeological remains, historic structures, heritage districts, public views and cultural heritage landscapes worthy of protection. This Master Plan would also outline heritage criteria, key features, locations, policies, programs, heritage conservation guidelines and strategies to conserve these significant heritage resources.
4. COMMUNITY SERVICES AND FACILITIES

Land use decisions very often have significant social ramifications. This is particularly true where housing, institutional uses and cultural or recreational facilities are involved. The provision of adequate community services and facilities is essential for the enhancement of quality of life. While the City itself may not be directly involved in the provision of all community services and facilities, it can often play a supportive role.

This Plan encourages the development of appropriate community facilities and the provision of appropriate community services. It is intended that these services and facilities be physically accessible, affordable, sustainable and continue to evolve to meet the changing needs of the community.

4.1 Community Services and Facilities Objectives

It is Council's objective to:

a) encourage the provision of an appropriate range, type and distribution of public health, educational, cultural and recreational facilities and services;

b) ensure that community facilities and services are accessible to all City residents; and,

c) encourage consideration of the needs of special groups, and in particular persons with disabilities, in the design and construction of buildings and other facilities.

4.2 Provision of Community Services and Facilities

Sufficient supplies of land are to be designated, and appropriate policies established, to permit the development of public facilities and the provision of services considered appropriate to meet the needs of the community.

The provision of an appropriate range of community services and facilities shall be considered when preparing Community Plans for residential growth areas.

The development of a range of care facilities, such as group homes, respite, childcare and adult day care establishments, shall be supported, in accordance with the policies of this Plan.
4.3 Parkland

Parkland dedications or parkland dedication fees will be collected as a condition of development or lot creation and will be used for the development of appropriate community recreation facilities, in accordance with the policies of this Plan and the provisions of the Planning Act.

4.4 Access to Community Services and Facilities

Accessibility will be considered in the design of all public buildings and facilities, and will be encouraged in private development initiatives to the fullest extent possible.

The use of public transportation and the development of alternate transportation routes, such as pedestrian paths and bicycle commuting routes, will be supported so as to improve public access to facilities and services.

Urban infill, redevelopment, higher density residential development and mixed uses nodes will be encouraged in an effort to maximize the efficient use of existing infrastructure, reduce housing costs and improve accessibility of services and facilities to all segments of the population.

The shared use of community centres, schools, parks and public open spaces will be promoted.

4.5 Public Safety

The development of design guidelines for safe public spaces will be supported and the consideration of Crime Prevention Through Environmental Design (CPTED) principles will be encouraged in new developments.

4.6 Neighbourhood Police Stations and Fire Stations

Neighbourhood police stations and fire stations may be permitted within all land use designations. It is a policy of Council that in establishing neighbourhood police or fire stations, the City of Thunder Bay Police Services and the City of Thunder Bay Fire Services shall have regard to the compatibility of these stations with adjacent land uses in terms of height and scale, setbacks, buffering and signage, and will ensure the provision of adequate on-site parking, except where it has been determined that on-street parking will not have an adverse impact on adjacent land uses.
5. THE WATERFRONT

The waterfront comprises those lands along the Lake Superior shoreline, to the east of the railway corridor, together with those lands on either side of the Kaministiquia River, east of Highway 61, and south of the railway corridor, including Mission and McKellar Islands.

In directing the future development of the City's waterfront, there is a need to increase opportunities for public access to this area, to encourage a greater mix of land uses, and to recognize and protect key natural features along the waterfront. It is also necessary to recognize the industrial nature of the waterfront, and the importance of waterfront industries to the economy of the region.

The waterfront is recognized as one of the most valued amenities of the City and region due to the opportunities it provides for recreation, transportation and industry; its unique views, climate and environment; and its proximity to concentrations of employment activity and the downtown core areas.

It is also recognized that the City has historically had a working waterfront and, while there has been a decline in waterfront-based industrial activity, this sector of the local economy continues to play an important role in the overall economic health of the City. Continued use of some waterfront lands for industrial purposes must therefore be supported and any redevelopment must coexist within the context of functioning and viable industrial operations. The active, working functions of the port could be, in fact, a significant attraction for tourists. Existing industrial structures, both active and inactive, are important landmarks on the waterfront and present a valuable contribution to any future development that celebrates the City's industrial heritage.

Given the industrial nature of the City's waterfront, and the presence of other features such as the sewage treatment plant and the railways, important consideration must be given to the issue of land use compatibility for any proposal involving the redevelopment of waterfront lands.

There have been significant changes in the waterfront industries over the past decade influencing the extent and character of industrial land use. Significant portions of the waterfront lands are now available for redevelopment and there now exists real opportunities to introduce new uses to the waterfront in an effort to establish a broader base of uses and improve public access. That portion of
the waterfront near the City's downtown north core has been identified as the area best positioned to undergo such redevelopment as the primary destination attraction.

With the restructuring of some of the key industries, the evolving role of the railway lands and changing land ownership, there is an opportunity to reconsider the use, form and access to the waterfront to create vital and diverse new areas for development. The City's waterfront still contains an active and economically important working port. Therefore, redevelopment must co-exist in a way that does not impinge on the function and vitality of the remaining productive areas of the harbour. Policies must protect the working harbour while at the same time capitalize on redevelopment opportunities.

The Mission and McKellar Islands are recognized as unique and distinct waterfront areas. A mix of land uses has been determined to be appropriate on these Islands. Mission and McKellar Islands are recognized as an important component of the City’s industrial land inventory; however, increasing opportunities for public access to the waterfront and encouraging recreational uses in appropriate locations will be supported. The development of a broader range of uses will be facilitated in the longer term.

5.1 General Objectives for the Waterfront

To ensure that the waterfront serves the community’s needs, the future development of waterfront lands shall be guided by the following objectives:

a) encourage efforts to attract residents and visitors to the waterfront by providing for an appropriate mix of land uses in suitable waterfront locations;

b) support the maintenance of the City’s heavy industrial base, and the preservation of existing heavy industrial uses in waterfront locations, where this form of development is appropriate;

c) identify and pursue opportunities to improve physical public access to the shorelines of Lake Superior and the Kaministiquia River, and to provide continuous public access along the entire length of the waterfront;

d) identify and pursue opportunities to enhance visual access to the waterfront;
e) create a thematic link among public spaces along the waterfront by encouraging the use of appropriate design features and techniques;

f) recognize and celebrate the historical importance of the City’s industrial heritage along the waterfront by supporting the preservation of past industrial facilities;

g) extend the City’s urban cores to the water’s edge to the fullest extent practical;

h) support the preservation of natural environmental features along the shorelines of Lake Superior and the Kaministiquia River;

i) promote sustainable development on the City's waterfront and ensure that development, redevelopment and infrastructure projects in waterfront locations are designed and implemented in a way that will minimize potential negative impacts on natural features and water quality; and,

j) facilitate the development of the area of the waterfront near the City's downtown north core as the primary destination attraction.
PUBLIC ACCESS AND USE

5.2 Public Access and Use Objectives

To make the waterfront more readily accessible to the general public, both physically and visually, it is Council’s objective to:

a) provide a visible, inter-connected and publicly accessible waterfront for the widest range of public activities, while maintaining natural waterfront features in an environmentally responsible manner;

b) ensure there are substantial and well designed public open spaces for unprogrammed activities and organized events year-round;

c) encourage recreational uses in appropriate locations;

d) establish, in a sustainable manner, more areas of publicly accessible waterfront through the acquisition of key access points and the development of waterfront parks;

e) improve access to the waterfront by all means of transportation while maintaining a pedestrian-oriented atmosphere;

f) reduce the physical and perceptual isolation of parts of the waterfront from the rest of the City;

g) increase and improve public access along the water’s edge, between parts of the waterfront, and between the waterfront and the downtown core areas;

h) establish a strong civic presence on the waterfront;

i) develop a continuous waterfront trail system, along the entire length of the waterfront, for recreational traffic including cyclists, pedestrians, and people with disabilities;

j) develop a continuous waterfront drive to encourage public access along the entire length of the harbour; and,

k) identify and preserve significant public views of the waterfront.
5.3 **Public Access and Use**

Planning for public use of and access to the waterfront will recognize areas of existing private use and ownership and will incorporate ways to ensure these uses are compatible.

Public access from the water to the shoreline, in areas of public ownership, will be considered, where appropriate, through pier or dock facilities for the use of recreational boaters.

5.4 **Waterfront Parks**

Waterfront parks will be planned and managed to provide for a variety of seasonal recreational uses and cultural activities.

Waterfront parks and related facilities will be designed to provide safe, attractive and inviting places for public use and to visually separate private uses and public open spaces.

5.5 **Parking Areas**

Parking areas in the vicinity of the waterfront will be designed, located and landscaped to complement the waterfront environment and to maximize the recreational and cultural open space uses of waterfront property.

5.6 **Transportation**

A balanced transportation network for pedestrians, cyclists, motorists and public transit will be planned for the waterfront.

The development of a continuous waterfront drive will be encouraged. To the fullest extent practical, this waterfront drive will be a tree-lined parkway-like road located along the water’s edge, and may include a cycling lane and sidewalks.

The development of a continuous waterfront trail system for recreational uses will be encouraged.
THE WORKING WATERFRONT

5.7 The Working Waterfront Objectives

It is Council’s objective to:

a) protect and continue to emphasize the importance of the waterfront as a location of industrial jobs, public utilities, and rail, road and shipping activities;

b) recognize the significance of waterfront lands as a component of the City’s industrial land inventory and provide opportunities for additional industrial development in these areas;

c) recognize and provide for the continuation of those well-established industrial uses and utilities that occupy extensive land holdings on the waterfront, that have made significant investments at their current locations, and that are expected to remain viable in the long term; and,

d) minimize any potential conflict between industrial and other land uses and have regard for all environmental concerns.

5.8 Industrial Activities

The continuation and expansion of industrial activities along the waterfront will be encouraged in those areas that are appropriate for industrial use in the long term.

Redevelopment of the waterfront shall not compromise the efficiency of on-site industrial operations or off-site transportation by rail, truck or ship.

5.9 Buffering

Adequate setback and/or buffer areas shall be provided between industrial uses and adjacent non-industrial areas, as specified in the Zoning By-law.
NATURAL ENVIRONMENT

5.10 Natural Environment Objectives

To contribute to the improved health of the waterfront environment, it is Council’s objective to:

a) recognize and protect important natural heritage features along the waterfront, consistent with the intent of provincial planning policies and requirements;

b) preserve and restore waterfront areas of important ecological value and to recognize that public and private use of, or access to, these areas may be limited due to their sensitive nature;

c) enhance fish and wildlife habitat, including the water quality of Lake Superior and the Kaministiquia River.

5.11 Development and Natural Features

Where appropriate, important physical and biological features along the waterfront will be preserved by preventing development in these areas through the incorporation of these features into plans for waterfront parks and open space.

5.12 Shoreline Protection

Shoreline protection measures will be encouraged to be designed to visually complement the waterfront, be undertaken in a manner that minimizes environmental impacts, and be constructed in accordance with the requirements of agencies such as the Lakehead Region Conservation Authority and the federal Department of Fisheries and Oceans.

The efforts of other government agencies, groups and organizations to reduce erosion and improve water quality and fish and wildlife habitat will be supported.

5.13 Environmental Enhancement

Environmental enhancement features and initiatives will be integrated into new developments on the waterfront to the fullest extent practical.
Landscaping plans for publicly owned waterfront open space will consider methods of enhancing natural habitat.

Projects to naturalize watercourses as green linkages to the waterfront will be supported.
COMMERCIAL / MIXED-USE DEVELOPMENT

5.14 Commercial / Mixed-Use Development Objectives

It is Council’s objective to:

a) encourage a balanced mix and broad range of land uses along the waterfront;

b) provide a focal point for community activities and a catalyst for further development by supporting a change in the nature of land uses in selected waterfront locations from heavy industrial uses to alternative types of uses of a commercial and mixed-use nature;

c) encourage development on the waterfront by offering greater flexibility in development options to potential developers;

d) ensure that new development on the waterfront is compatible with neighbouring land uses in terms of use, intensity and scale;

e) ensure that new commercial and other mixed-use developments on the waterfront are sensitive to issues related to the natural environment;

f) protect public health and safety by ensuring that soil contamination is properly dealt with prior to development;

g) enhance public use and waterfront accessibility opportunities by requiring parkland dedications from developers, in accordance with the policies of this Plan; and,

h) encourage partnership agreements between the City and the private sector.

5.15 Redevelopment of Heavy Industrial Lands

The redevelopment of heavy industrial lands for alternative land uses in suitable waterfront locations will be supported. The "Mixed-Use Waterfront Commercial" land use designation will be applied in appropriate locations to facilitate a broad range of land uses.
5.16 Buffering

Adequate buffering and separation distances shall be provided between industrial and sensitive land uses.

5.17 Residential Uses

Residential uses, as a component of mixed-use development, will be supported in appropriate waterfront locations provided that matters including, but not necessarily limited to, site decommissioning requirements and land use compatibility are addressed.

5.18 Public Open Space

Where feasible, development proposals along the waterfront will provide for public open space use. Opportunities for public access to the waterfront will be considered in the evaluation of waterfront development proposals and Council will consider accepting public access points as fulfillment of parkland dedication requirements.

5.19 Design of Development

A co-ordinated approach to the design of waterfront development and creation of thematic links between waterfront and adjacent developments will be encouraged.

The development of urban design guidelines will be supported to guide the planning and design of both public and private sector projects.

5.20 Public and Private Partnerships

Public and private partnerships will be encouraged for the development of waterfront parks and related facilities and activities.

5.21 Secondary Plan

The completion of a secondary plan may be required, in some instances, where major development proposals involving a change in use are proposed.
6. HOUSING

It is the general intent of this Plan to promote a high standard of residential and urban amenity and to provide for an ample and varied supply of dwelling types to meet the needs of all income groups. It is intended that this Plan promote the development of neighbourhoods that are well planned, safe, friendly, vibrant, inclusive, and places where people feel they belong and contribute. While it is expected that single detached housing will continue to be the dominant housing form, demand for multiple residential development and special needs housing is recognized. In providing for these demands, an appropriate mixture of densities and housing types, in arrangements that will minimize conflicts between different forms of housing, is desirable.

During the past two decades, the City's housing stock has grown significantly. This growth can be attributed to a number of factors including the maturing of the baby-boom sector of the City's population and changes in the City's demographic profile resulting in a smaller average household size.

Over the next two decades, the City is estimated to require an additional 5,400 dwelling units. Privately owned, single detached dwellings are expected to continue to dominate the City's housing stock; although a broad range of housing with respect to both type and tenure may be more common in new construction.

Rehabilitation of existing housing stock is expected to become increasingly important in future years and the conversion of older, larger dwellings to apartment buildings and the conversion of non-residential space to residential use is anticipated to contribute additional residential accommodations.

With changes in the age profile of the City's population, it is expected that there will be an increased demand for housing for senior citizens. At the same time, the housing needs of persons with disabilities and other special needs groups must also be addressed.
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HOUSING SUPPLY

6.1 Housing Supply Objective

It is Council's objective to:

a) ensure an adequate supply of residentially designated and serviceable land to meet the City's housing needs.

6.2 Supply of Developable Land

To ensure an adequate supply of developable land, a minimum ten (10) year supply of land shall be designated for residential use at all times.

Council shall facilitate the approval and registration of subdivision plans for housing which are in conformity with this Plan and which represent orderly and efficient development. Though recognizing that the City cannot control the timing of subdivision applications on private land, it is intended that at least a three (3) year supply of draft approved and/or registered residential lots and blocks on plans of subdivision shall be maintained.

Municipally-owned land shall be utilized for residential development wherever possible and appropriate. Municipally-owned lands designated as "Urban Residential" are to be considered for housing purposes prior to any other use. The City will attempt to bring to market or to develop appropriate City lands to help maintain a three (3) year or greater supply of draft approved or registered residential lots.
RANGE OF HOUSING TYPES

6.3 Range of Housing Types Objective

It is Council's objective to:

a) encourage a supply and diversity of residential accommodation by type and tenure to satisfy the social and economic requirements of the population; and specifically encourage the supply of affordable housing, and the provision of special housing for the elderly, persons with disabilities, and low income groups in the population.

6.4 Range and Variety of Housing Types

A range and variety of dwelling unit types shall be encouraged to accommodate a mix of income groups.

The development of innovative housing forms that are designed to accommodate changing lifestyles through flexible room sizes, adaptable forms, expandable floor spaces, and versatile living arrangements shall be encouraged. In addition, a variety of tenure arrangements will be encouraged to promote choice and flexibility.

Co-operative developments, townhouses, and mixed-use complexes appropriate to meet the needs of various socio-economic groups shall be supported when in accordance with the policies of this Plan.

The City will participate to the fullest extent practical in various federal and provincial financial assistance and housing development programs to meet the housing needs of the City's residents and, in particular, the special needs of the elderly, persons with disabilities, and low income groups.

6.5 Multiple Unit and Smaller Lot Development

Council will require, where practical and appropriate, that new residential developments within the "Urban Residential" designation include between 25% and 40% of the housing in multiple form, or on smaller lots with less than the normal 15 metre frontage standard. These housing forms or lots shall be appropriately integrated into the subdivision.
The development of multiple units and denser housing forms will be encouraged in areas where major employment, commercial and institutional activities exist, where a full range of community services and facilities are already available, and where existing or planned public transit routes, and parks or recreational facilities are nearby.

Council may approve plans with less than the required 25% of the housing in multiple form, or on smaller lots, where a developer can demonstrate that there is an adequate supply of available multiple unit housing or smaller lots in a similar location in the City, and at a price range similar to that which would be constructed.
HOUSING AFFORDABILITY

6.6 Housing Affordability Objective

It is Council's objective to:

a) encourage the provision of housing forms and densities designed to be affordable to moderate and lower income households.

6.7 Affordable Housing

Affordable units may include all forms of housing; however, it is recognized that those types of residential units considered most likely to be affordable to households with moderate and lower incomes will be multiple unit residential dwellings.

Housing costs are to be minimized through efficient community design and consideration of innovative construction methods and servicing standards.

Affordable housing will be encouraged in close proximity to shopping and community facilities, and within close proximity to existing or planned public transit routes.

Priority shall be given to the processing of development applications that would significantly contribute to the supply of affordable housing.
RESIDENTIAL INTENSIFICATION

6.8 Residential Intensification Objective

It is Council's objective to:

a) encourage efficient residential land use within the City by facilitating the creation of new residential accommodations within existing buildings or on previously developed and serviced land.

6.9 Types of Intensification

The development of new housing units through the conversion of residential and non-residential uses to residential, infill development, and redevelopment shall be supported within the context of the land use policies contained in this Plan.

6.10 Compatibility of Intensification Projects

Intensification projects should be sensitive to the height, scale and architectural design of buildings in the surrounding neighbourhood.

Landscaping, privacy screening and other appropriate measures may be required to provide a buffer between the proposed use and any adjacent lower density residential or other sensitive uses.

6.11 Mixed Use Developments

Mixed use developments, varying architectural styles and efficient land use shall be encouraged.

6.12 Conversion of Non-Residential Space to Residential

Council will support the conversion of underutilized commercial or industrial space to residential where the primary use and function of the neighbourhood will not be undermined.

It must be demonstrated that buildings proposed for conversion meet all applicable building and fire related codes.
6.13 Infill Development

Development on vacant properties in the built-up areas of the City is to be encouraged, in accordance with the policies of this Plan, provided increases in the number of dwelling units would represent better use of existing urban services and would not result in the need for the City to upgrade service systems such as piped water, sanitary and/or storm sewers.

New infill development shall be compatible with the surrounding development in terms of height, scale, massing, siting, setbacks, coverage, parking and amenity areas.

6.14 Evaluation Criteria

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit residential intensification, including the conversion of non-residential uses to residential, infill development and redevelopment:

a) the compatibility of the proposed development in terms of scale, mass, setbacks, and design with the existing neighbourhood character and surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the availability of utilities, and sewer and water facilities to service the site consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use;

d) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

e) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

f) the adequacy of the municipal transportation system to accommodate any increased traffic flows, transit, and pedestrian needs;
g) the impact of traffic to and from the site on surrounding low density residential areas;

h) the availability of existing or planned public transit routes;

i) the creation of links, for pedestrians and cyclists, to surrounding uses;

j) any potential impacts of the proposed development on surrounding natural features and heritage resources;

k) the ability to take advantage of unique features of topography and view;

l) the possibility of site contamination;

m) the level of sun-shadowing on adjacent properties, particularly outdoor amenity areas;

n) the continuity of the existing residential streetscape;

o) the availability of community services and other neighbourhood conveniences such as community centres, schools, parkland, neighbourhood shopping centres and health care;

p) the preservation and upgrade of buildings considered by Council to be of architectural and/or historical significance;

q) the potential demand for the identified forms of accommodation; and,

r) the potential for adverse environmental effects from surrounding non-residential land uses.

Residential densities in excess of 150 units per hectare will normally be directed to areas within the "Downtown Core" land use designation.

6.15 Conversion of Single Detached Dwellings to Multiple Units

In addition to the criteria set out above, the conversion of single detached buildings into smaller apartments at reduced standards, as specified in the implementing Zoning By-law, will be permitted under the following conditions:

a) the single detached dwelling shall have been constructed prior to 1945;
b) the single detached dwelling shall be of a height of one and a half storeys or more; and,

c) the single detached dwelling shall have had a minimum gross floor area of 140 square metres on July 22, 1983.

6.16 Accessory Apartments

The creation of an accessory apartment, as a second dwelling unit, may be permitted in any single detached dwelling within the "Urban Residential" designation provided that the dwelling is serviced by municipal water and sanitary sewer and that these municipal services are adequate to accommodate the accessory apartment, and further provided that the lot has sufficient frontage and area.

Typically, a lot with sufficient frontage and area to support an accessory apartment would be a lot with sufficient frontage and area normally required to support a semi-detached or duplex dwelling.

6.17 Rental of Rooms in a Single Detached Dwelling

Any single detached dwelling is permitted to include the rental of up to three bedrooms to individuals provided the dwelling is occupied as a single housekeeping unit. There shall be no separate cooking facilities for the tenants of the rented bedrooms.

6.18 Garden Suites

A Temporary Use By-law, pursuant to the Planning Act, may be enacted to permit the temporary accommodation of individual(s) in a self-contained, portable dwelling unit (garden suite) that is ancillary to an existing single detached dwelling, subject to the following criteria:

a) the property is located within either the "Urban Residential","Suburban Residential", "Rural Residential" or "Rural" land use designations (OPA 4 – Approved August 12, 2002);

b) a sufficient water supply and suitable septic system capacity, to adequately support the garden suite, is available;
c) within the "Urban Residential" designation the garden suite shall be connected to the existing municipal water and sanitary sewer service supply for the main dwelling (OPA 4 – Approved August 12, 2002);

d) the garden suite is subordinate in scale and function to the main dwelling on the lot;

e) the garden suite is necessary as a means of ensuring supervision and/or care of elderly, sick or disabled person(s);

f) the installation of the garden suite will not interfere with, or disrupt the existing surface water drainage pattern on adjacent properties, nor cause any ponding of storm water;

g) the lot size and layout is adequate in terms of accommodating the garden suite without unreasonable loss of private outdoor amenity area;

h) the garden suite is compatible with adjacent residential properties and the surrounding neighbourhood in terms of scale, design, aesthetics, privacy, sun-shadowing and noise; and,

i) on-site parking is adequate.

As a condition of approval of a garden suite, Council may require an agreement between the City and the owner and/or tenant, addressing such matters as the siting, installation, maintenance and removal of the suite; the period of occupancy of the suite; and the monetary or other form of security that Council may require for actual or potential costs to the municipality related to the removal of the suite.
PRESERVATION OF HOUSING STOCK

6.19 Preservation of Housing Stock Objective

It is Council's objective to:

a) encourage the improvement of dwelling units by ensuring that all housing units meet the minimum standards of safety and health-related regulations; and to encourage good maintenance and repair, and thereby increase the life span of existing housing stock.

6.20 Maintenance of Existing Resources

To enable the continued use of existing residential resources, existing housing stock in the City is to be maintained in a state of good repair through the enforcement of the Property Standards By-law.

The City will participate, to the fullest extent practical, in federal and provincially sponsored programs that promote the rehabilitation and upgrading of existing housing stock.

Where appropriate, the analysis of existing housing stock and the establishment of specific housing goals will form components of Community Plans and redevelopment studies.

6.21 Conversion to Condominium

To encourage an appropriate supply of rental accommodation within the City, the conversion of rental residential properties to condominium or co-operative tenure will be discouraged when the vacancy rate for all rental units, as determined by the Canada Mortgage and Housing Corporation, is less than 3.0%.

A report addressing fire and life safety issues and/or a report outlining the requirements of the Ontario Building Code to allow conversion, prepared by a professional engineer or architect, may be required of applicants seeking to convert rental accommodation to condominium or co-operative tenure. Upgrading of any identified deficiencies will be a condition of approval. The City will generally not review other matters relating to the structural condition of the building(s) involved.
HOUSING FOR PEOPLE WITH SPECIAL NEEDS

6.22 Special Needs Housing Objective

It is Council's objective to:

a) encourage the provision of special needs housing appropriate to the level of need within the City.

6.23 Special Needs Housing Defined

For the purposes of this Plan, special needs housing shall include financially assisted housing, rest homes, nursing homes, homes for the aged, seniors' housing, lodging and rooming houses, and residential care facilities.

6.24 Integration of Special Needs Housing

It is recognized that there are certain segments of the City's population that have special housing needs. The elderly, those with mental or physical disabilities and those requiring specialized support services, require housing that is flexible, integrated and supportive.

The integration of housing for persons who can live independently with limited support services will be supported in existing communities and neighbourhoods.

Facilities such as rest homes, nursing homes and homes for the aged, may be permitted in areas where medium or high density residential development would be considered appropriate, where community and major institutional development is permitted, and in areas designated "Downtown Core."

6.25 Provision of Special Needs Housing

City-owned surplus lands that are appropriate for special needs housing shall generally be offered to developers of such housing prior to others.

Council will support Thunder Bay Community Housing and other operators of assisted housing and will participate, to the fullest extent practical, in federally and provincially sponsored programs to provide assisted housing to households unable to find adequate housing through the private market.
6.26 Continuum-of-Care

Continuum-of-care living arrangements address special housing needs and provide a range of social, health, and support services. In order to allow individuals requiring varying levels of care and assistance to continue residency in familiar neighbourhoods, and remain integrated in their communities, a range of housing that combines service and care components with housing needs shall be encouraged.

6.27 Lodging and Rooming Houses

Council recognizes the need for lodging and rooming houses and supports the provision of these types of dwellings. The implementing Zoning By-law shall specifically define and regulate these uses.

Lodging houses shall be encouraged to locate in areas where medium or high density residential development would be considered appropriate.

Rooming houses shall be encouraged to locate in areas designated "Downtown Core" where there is a full range of services and facilities available.

6.28 Residential Care Facilities

A residential care facility is a residential use, which provides accommodation for a group of people who by reason of their emotional, mental, social, or physical condition, or legal status, require a group living arrangement for their well-being.

The adequate provision of residential care facilities will be supported wherever residential uses are permitted. Where a residential care facility is located within a residential designation, the facility shall be of a size and character which is similar to, or compatible with the existing area.

The Zoning By-law implementing this Plan will specifically define the various types of residential care facilities and in order to prevent an inappropriate concentration of residential care facilities, provisions requiring a minimum separation distance between facilities will be incorporated in the Zoning By-law.

All residential care facilities are required to be registered with the City.
MONITORING

6.29 Monitoring Objective

It is Council's objective to:

a) ensure appropriate monitoring of development activity within the City in order to evaluate the ongoing effectiveness of all housing policies.

6.30 Monitoring Policies

To ensure the effectiveness of the housing policies of this Plan, the following housing related issues shall be monitored:

a) the adequacy and appropriateness of lands designated for residential use;

b) the range of housing forms constructed through new residential development and residential intensification, by land use designation and level of service;

c) the supply of special needs housing (in consultation with the appropriate housing providers and associated groups);

d) supply of readily available lots/units; and,

e) the take-up rate of residential lots/units.
7. ECONOMIC DEVELOPMENT

Given its relative size and geographic location, the City functions as a regional centre for Northwestern Ontario. The City is also well situated to develop and capitalize on linkages with markets in the midwest United States.

Historically, the City's economy has been closely linked to transportation, the harvesting and processing of forest products and to tourism. However, in recent years there have been significant shifts in the City's employment base. Employment decline has been experienced in the manufacturing and grain handling sectors and employment growth in various service related industries has occurred.

It is anticipated that the City's economy will continue to diversify. It is expected that the City will rely more upon secondary and tertiary support industry, retail and service functions, and small business, rather than the traditional sources of employment.

7.1 Economic Development Objectives

It is Council's objective to:

a) support the creation of a positive climate for business, institutions and employees, in order to develop a diversified, growing economy;

b) recognize the importance of existing economic activity and support and promote additional development, consistent with other City policies, programs and concerns; and,

c) maintain a commitment to an economic development program as a necessary City function.

7.2 Importance of the Boreal Forest

The City's role as a focal point for businesses and industries which focus on the sustainable development, utilization and management of boreal forests will be supported.
7.3 Telecommunications

The development and placement of telecommunications infrastructure needed to be competitive in the world market is recognized as being of particular importance to the City's economy.

7.4 Collaboration Within the Region

Collaborative efforts between communities within the region will be supported in an effort to ensure the provision of services in an efficient and effective manner.

7.5 Tourism

The establishment of the City as part of a strong network of communities and businesses which work together to promote and deliver quality tourism experiences in Northwestern Ontario will be promoted.

7.6 Manufacturing

The City will actively promote the expansion of manufacturing, particularly industries related to forest products and information technology.

7.7 Supply of Land

The City will participate directly in the supply of industrial and commercial land.

7.8 Transportation Hub

The City's role as a transportation hub with high quality, affordable air, road, port and rail service will be encouraged, maintained and supported.

7.9 Human Resources

The creation of an economy that makes full use of all its human resources and further develops the capacity of the workforce will be promoted.
7.10 Business Development

The City will promote a climate that supports entrepreneurship and business development.

The City will support Development Thunder Bay in its efforts to lead and coordinate programs and initiatives aimed at the maintenance of existing business activities and the generation of new employment and tax base expansion.

Opportunities to streamline and refine review and approval procedures so as to expedite desirable business undertakings and initiatives will be exploited to the fullest extent possible.

7.11 Participation in Studies, Reviews and Research

The City will participate in appropriate senior government studies and reviews, capitalize on programs offered by senior levels of government to promote economic development, and will undertake its own research of issues and topics of economic concern.
8. COMMUNITY IMPROVEMENT

Community Improvement is broadly defined as those activities, both public and private, which maintain, rehabilitate and redevelop the existing physical environment to accommodate the social and economic priorities within the community.

In the past, the City has participated directly in senior government programs such as Urban Renewal, Downtown Redevelopment and Neighbourhood Improvement Programs, in its efforts toward community improvement.

The City encourages eligible private property owners to maintain and improve their properties and participate in the various government rehabilitation and redevelopment programs made available from time to time. Maintenance of property standards is supported through the City's Property Standards By-law.

The City also supports the establishment and maintenance of Business Improvement Areas (BIA's) and participates jointly in BIA endeavours to enhance the physical environment and the general promotion of these areas.

City initiatives in community improvement contribute significantly towards strengthening the local tax base, economic development, job creation and the economic viability of the business community.

8.1 Community Improvement Objectives

It is Council's objective to:

a) enhance the quality of the physical environment through proper maintenance and improvement of existing buildings;

b) ensure the provision of appropriate municipal infrastructure and services in support of private sector initiatives;

c) encourage private owners to upgrade, rehabilitate, or redevelop their buildings and land holdings in accordance with the policies of this Plan;

d) undertake comprehensive community improvement projects in designated Community Improvement Project Areas; and,
e) ensure the highest value for public expenditures.

8.2 Community Improvement Project Areas

It is the intent of this Plan to maintain the greatest degree of flexibility possible in selecting Community Improvement Project Areas. Therefore, lands within any land use designation, except for the "Rural" and "Rural Residential" designations, may be considered in the selection of Community Improvement Project Areas.

Council may, by by-law, and in accordance with the policies of this Plan, designate lands as Community Improvement Project Areas as defined in the Planning Act.

8.3 Selection Criteria

Specific Community Improvement Project Areas are to be selected on the basis of one or more of the following considerations:

a) the condition and adequacy of municipal infrastructure or services;

b) the condition and adequacy of municipal recreational services and facilities such as parks, arenas or community centres;

c) the condition and appearance of buildings or structures which require upgrading, rehabilitation or redevelopment;

d) the presence of and potential for major open space areas with facilities that serve the entire community;

e) the presence of residential, commercial, industrial or institutional areas which require streetscape and/or facade improvement;

f) the existence of, or potential for the establishment of, Business Improvement Areas;

g) the presence of vacant lots and/or commercial buildings;

h) the condition and adequacy of off-street parking facilities;

i) the need for transportation improvements or traffic realignment;
j) the presence of designated Heritage Conservation Districts and/or designated Heritage Buildings;

k) the presence of incompatible land uses; or,

l) the presence of soil contamination.

8.4 Phasing of Community Improvement

Phasing of community improvement in the City will be based on the following considerations:

a) the maximum and cumulative effect of improvements on the community;

b) the degree of community support, especially financial commitment from the private landowners, in undertaking either individual building improvements or collective physical improvements in designated Business Improvement Areas;

c) the urgency to overcome deficient municipal infrastructure or services;

d) the availability of senior level government funding programs; and,

e) the financial capability of the City to undertake such improvement projects, as determined in the City's capital budget process.

8.5 Community Improvement Plans

Community Improvement Plans will be prepared, where necessary, for designated Community Improvement Project Areas.

Community Improvement Plans and programs will encourage the preservation, rehabilitation and rescue of cultural heritage resources.

Where necessary, the City may acquire, hold and clear land for community improvement in accordance with approved Community Improvement Plans.

The City may offer grants or loans for community improvement in accordance with approved Community Improvement Plans.
The City will co-ordinate capital works projects in order to implement identified community improvement projects in an efficient and orderly manner.

The City will foster partnership ventures between public and private sectors to achieve the objectives of community improvement.

8.6 Maintenance of Buildings, Structures and Yards

The Property Standards By-law shall be enforced to ensure proper maintenance of buildings, structures and yards.

The City will encourage private landowners to upgrade, rehabilitate or redevelop properties through use of government rehabilitation programs.

8.7 Business Improvement Areas

The City will maintain its support for existing Business Improvement Areas and will encourage the establishment of additional Business Improvement Areas, where appropriate, for the conservation and improvement of commercial and industrial locations.
9. MINERAL AGGREGATE RESOURCES, MINERAL RESOURCES, AND MINES

There is a relatively significant potential for mineral aggregate supply within the City. Most of this potential supply is located in the McIntyre Ward. Areas considered to possess moderate or high potential for the presence of mineral aggregate, where extraction may be considered, are shown on Figure 1. This figure also indicates the general location of abandoned mine sites.

The consumption of aggregate materials per unit value of construction in the Thunder Bay Region is significantly higher than the average for Ontario. This is primarily the result of terrain features. Areas are often poorly drained, possess large areas of muskeg and are subject to deep frost. As a result, additional aggregate is often required to overcome these conditions.

The Thunder Bay Region can be considered to be self-sufficient in terms of mineral aggregate resources. However, reserves within the rural portions of the City may serve as important future extractive sites, especially with the increasing costs of transporting the resource to market.

Mineral aggregates are important non-renewable natural resources. However, notwithstanding the need for mineral aggregates, it is essential to ensure that extraction is carried out at minimal social and environmental cost. The protection of the natural environment is of particular importance.

In addition to mineral aggregate, mineral deposits exist within the City and the potential for mining exploration and mining activity is recognized; though the location and likelihood of any such activity is difficult to predict.

9.1 Mineral Aggregate Resources, Mineral Resources and Mines

Objectives

It is Council’s Objective to:

a) protect legally existing pits and quarries from incompatible land uses;

b) protect mineral resources for future extraction;
c) facilitate aggregate extraction, by discouraging the establishment of uses incompatible with aggregate extraction, in areas with moderate or high potential for the presence of aggregate resources;

d) describe the process through which the establishment or expansion of pits and quarries will be required to proceed;

e) minimize any adverse effects that may be caused by the extractive sites on the physical environment and surrounding land uses;

f) promote the appropriate rehabilitation of pits, quarries and mine sites once the resource extraction has been discontinued;

g) recognize the possibility of the existence of mineral deposits within the City and to accommodate mineral exploration and mining activity in a way that minimizes negative impacts on surrounding land uses and the natural environment; and,

h) recognize the existence of abandoned mines within the City and the need to insure that any associated hazards have been properly addressed prior to redevelopment within these areas.

9.2 Pits and Quarries

Pits and quarries, as well as mineral or aggregate exploration, are permitted within the "Rural," "Rural Residential," "Major Open Space" and "Utilities" land use designations, beyond the "Urban Area Limit."

All pit and quarry operations shall satisfy the guidelines established by the Ministry of the Environment, with respect to concerns such as noise, vibration, water quality considerations, and the disposal of waste.

Wayside pits and quarries and portable asphalt plants used on public authority contracts will be permitted, without the need for Official Plan or Zoning By-law amendments in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

Asphalt plants, crushers and screeners are required to have a valid Certificate of Approval under the Environmental Protection Act. These types of equipment
may not be used without the approval of the District Office of the Ministry of the Environment.

All wayside pits and quarries and sites used for portable asphalt plants shall be rehabilitated to a satisfactory condition after use.

9.3 **Incompatible Uses**

Areas where pits, quarries or mining operations are to be permitted will be zoned so as not to permit uses that would be incompatible with the extraction of these resources. The Zoning By-law will also establish appropriate buffer and separation distances between any extractive operations and any zone that would permit an incompatible or sensitive use.

9.4 **Impacts on the Natural Environment**

When considering an application for a planning approval to expand, or to establish a new pit, quarry or mine, Council shall assess the impact of the proposal on existing land uses and the natural environment.

9.5 **Removal of Materials from Flood Plains**

The removal of materials from flood plains is generally discouraged and prohibited without the approval of the Lakehead Region Conservation Authority and/or other government departments and agencies.

9.6 **Controls for Establishment and Expansion**

The range of options available to impose controls on pit, quarry and mining operations is to be explored in an effort to better control the establishment and expansion of such operations and to better ensure appropriate rehabilitation, once materials have been removed.

9.7 **Non-Aggregate Related Land Uses**

Planning approvals to permit non-aggregate related land uses, in areas of, or adjacent to, moderate or high potential for the presence of aggregate, as shown on Figure 1, may be considered where it can be shown that:

a) extraction would not be feasible;
b) the proposed land use or development serves a greater long term interest of the general public than does aggregate extraction;

c) the proposed land use or development would not significantly preclude or hinder future extraction; and/or,

d) issues of public health, safety and environmental impact are addressed.

In determining the appropriateness of a proposal to permit non-aggregate related land uses, in areas of moderate or high potential for the presence of aggregate, consideration shall be given to the following issues:

a) the necessity for the proposed land use in comparison to the value of the mineral aggregate deposit, taking into account the extent, type and quality of the mineral aggregate resources;

b) the reason for the choice of location and an appraisal of alternative locations for the non-aggregate related land use on non-aggregate lands;

c) the feasibility of sequential land use in which the mineral aggregate is removed prior to the proposed use;

d) the impact of any existing pits and quarries in the vicinity or the impacts of any future aggregate extraction in the surrounding area on the proposed use;

e) whether or not existing uses within the area are incompatible with aggregate extraction and may make future extraction undesirable; and,

f) whether the proposed land use and extractive operation could operate simultaneously.

9.8 Mineral Resources

In areas of, or adjacent to known mineral deposits and in areas of mineral potential, development which would preclude or hinder the establishment of new extractive operations or access to the resources will only be permitted if it can be shown that:

a) resource extraction would not be feasible;
b) the proposed land use or development serves a greater long term interest of the general public than does the mineral extraction; and/or,

c) issues of public health, safety and environmental impact are addressed.

9.9 Abandoned Mine Sites

Abandoned mine sites are shown on Figure 1. No planning approval will be given that would allow development on or adjacent to these sites unless it has been confirmed that measures to identify, address and mitigate any associated hazards have been completed and that no risk to public health or safety exists with respect to the past mining activity.
10. TRANSPORTATION

The transportation policies of this Plan deal with the various elements of the transportation system in the City and the modes of travel it supports. The transportation system provides a framework for urban growth and development, and influences the function and compatibility of land uses and the quality of life in the City.

The transportation system consists of many modes of travel, many types of travel routes, and various supporting facilities including roads, rail lines, sidewalks, bicycle paths, pedestrian trails, public transit, parking, harbour, and airport facilities.

The Transportation Plan is illustrated on Figure 2. With the exception of the Airport, which is located within the "Airport" designation on Schedule "A", all other transportation facilities are permitted as complementary uses within all land use designations.

Figure 3 illustrates the designated right-of-way widths to be protected within the City.

10.1 General Transportation Objectives

It is Council's objective to:

a) recognize the importance of the road network and airport, harbour and railway facilities to the economic well-being of the City;

b) provide a cost effective, reliable and integrated multi-modal transportation system which allows for the safest, most economical and efficient movement of people and goods in a manner compatible with all existing and proposed land uses;

c) develop a transportation system that facilitates the provision of emergency services to all areas of the City;

d) minimize the adverse effects of the transportation system on the natural and urban environments, especially in established residential neighbourhoods;
e) provide a high level of accessibility to the downtown cores, major institutions, commercial and industrial areas, and other areas where there is a significant concentration of employment;

f) encourage accessibility to the transportation system for persons with disabilities;

g) provide for adequate, appropriately located and properly designed supporting facilities including parking lots, parking garages and on-street parking, bicycle parking and storage facilities, transit stations and maintenance facilities, docking for commercially and privately-owned boats, and land-based marina services;

h) provide a transportation system that supports maximum economic development of the City with minimum social and environmental disruption; and,

i) encourage the use of energy efficient modes of travel such as public transit, car-pooling, bicycles and other non-motorized forms of transportation.
GENERAL TRANSPORTATION POLICIES

10.2 Optimal Performance Standards

Council shall evaluate and incorporate into the system any and all forms of transportation design, hardware and support systems which meet optimal performance standards in terms of capabilities, environmental sensitivity, cost effectiveness, and energy consumption.

10.3 Co-operation Between Agencies

Council shall encourage the co-ordination and co-operation of all transportation-related private and government agencies.

10.4 Protection of Rights-of-Way

The City, in co-operation with the senior levels of government and neighbouring municipalities, shall anticipate, designate, and protect appropriate transportation rights-of-way and areas required for future transportation facilities.

10.5 Impacts on the Natural Environment

Council shall have regard for, and endeavour to minimize any adverse effect that any of the transportation networks may have on the natural environment.

10.6 Traffic Signals

Council shall encourage initiatives to synchronize traffic signals and co-ordinate signage throughout the City.

10.7 Transportation Planning Process

It is intended that the transportation planning process in the City be innovative, cost-effective, and responsive to changing transportation needs. Elements of the transportation planning process will include:

a) short-term needs analysis and operational planning;

b) monitoring of traffic volumes and travel characteristics;
c) the analysis of traffic and public transit impacts associated with major development proposals, and the input of transportation planning concerns in the evaluation and modification of these proposals;

d) consideration of the projected demand and the potential costs and benefits of alternative measures for the long-term expansion and upgrading of the transportation system;

e) the preparation of schedules and cost estimates for transportation improvements which are suitable for the development of priorities in the City's Capital Budget; and,

f) consideration of the requirements contained in the Municipal Engineer's Association Class Environmental Assessment for Roads, where appropriate.
ROADS

10.8 Road Related Objectives

It is Council's objective to:

a) establish and maintain a clear functional hierarchy of roads, which maximizes the use of existing facilities;

b) maximize the efficiency of existing services by limiting the development of new roads in the "Rural" and "Rural Residential" land use designations;

c) accommodate inter-regional and cross-country traffic with minimal disruption to local motorists;

d) direct large volumes of commercial and automobile traffic around residential areas;

e) allow for easy vehicular movement throughout the City; and,

f) facilitate the establishment of efficient public transportation routes.

10.9 Classifications of Roads

Council shall recognize the following classifications of roads within the City:

a) Provincial Highways - Provincial highways are under the jurisdiction of the Ministry of Transportation. They are planned, designed and constructed to carry large volumes of long distance and intra-municipal traffic at relatively high speeds. In addition to all applicable municipal requirements, all development adjacent to provincial highways is subject to the requirements and permits of the Ministry of Transportation. Provincial highways within the City of Thunder Bay include Highway 61 south of Chippewa Road, Dawson Road (Hwy 102) west of Dog Lake Road (Hwy 589), the Thunder Bay Expressway (Hwy 11/17 and Hwy 61) and Arthur Street (Hwy 11/17) west of Morgan Avenue. The portion of Arthur Street, between Morgan Avenue and the Thunder Bay Expressway, though not under the jurisdiction of the Ministry of Transportation, is indicated on Figure 2, as provincial highway for the sake of expediency.
b) Expressways - Expressways are planned, designed and constructed to carry large volumes of long distance and intra-municipal traffic at relatively high speeds. The minimum right-of-way width of an expressway is 36 metres, although 50 metres is considered desirable. The Harbour Expressway is the only example of an expressway under the jurisdiction of the City.

c) Major Arterials - Major arterial roads are planned, designed and constructed to carry large volumes of through traffic at moderate speeds throughout the City. The minimum right-of-way width of a major arterial road is 24 metres, although 36 metres is considered desirable. Examples of major arterial roads within the City include Arthur Street, Balmoral Street and Memorial Avenue.

d) Minor Arterials - Minor arterial roads are planned, designed and constructed to carry moderate volumes of through traffic at moderate speeds throughout the City. The secondary function of a minor arterial road is to provide access to abutting lands. The minimum right-of-way width of a minor arterial road is 20 metres, although 30 metres is considered desirable. Examples of minor arterial roads within the City include May Street, Algoma Street, Victoria Avenue and John Street Road.

e) Collectors - Collector roads are planned, designed and constructed to carry moderate volumes of medium distance traffic travelling at moderate speeds between local and arterial roads. The functions of accommodating traffic movements and providing for land access are of equal importance. Collector roads provide access to secondary traffic generators, such as community, business and recreation centres, or small industrial areas. The minimum right-of-way width of a collector road is 20 metres, although 24 metres is considered desirable.

f) Local Roads - Local roads are planned, designed and constructed to provide land access and carry low volumes of traffic between points of origin and collector roads. Local roads may be residential, commercial or industrial in function depending on the predominant land use served. The right-of-way width of a local road is generally 20 metres.

These classifications are shown on Figure 2.

10.10 Road Alignments

Proposed arterial and collector roads shown on Figure 2, may be required to meet transportation needs associated with growth within or beyond the current planning
The alignment of these proposed roads, as shown on the Figure, shall be regarded as an approximation of their future alignment. Final alignments shall be determined on the basis of land ownership, development patterns, impact on existing land uses or natural features and engineering studies. The establishment of alignments will proceed through a planning process under the Environmental Assessment Act.

The establishment of new collector or arterial roads, through the plan of subdivision process may occur without amendment to this Plan.

In the review of proposals to add, upgrade, or re-align a road, consideration shall be given to traffic service implications, potential impacts that a proposed road development may have on existing land uses and natural features, and measures that may be taken to mitigate these impacts.

Where the alignment of a proposed road has been determined, the required road allowance shall be reserved for future road development. Where the alignment of a proposed road has not been determined, proposals for future development of lands that may be required for the future road allowance will be reviewed to determine which portion of the lands should be reserved to form part of the future road allowance. Lands reserved for a proposed road alignment may be acquired by whatever method is available to the City by statute and which is most appropriate under the particular circumstances.

10.11 Road Allowance Widths

The road allowance (rights-of-way) widths as specified above, represent the desired rights-of-way required in order to provide for the future transportation facilities needed to accommodate projected growth in the City. Where land is required to achieve specified road allowance widths, ideally, equal amounts of land shall be acquired on each side of the existing road allowance.

Road right-of-way widths, as indicated on Figure 3, shall be protected where practical. In this regard, the City may require, as a condition of consent or plan of subdivision, the deeding of lands required for road and road widenings.

10.12 Design of Roads

The road system shall be designed to facilitate convenient and efficient movement of vehicles and pedestrians within and between neighbourhoods; however, through vehicular traffic on local streets shall be discouraged in residential areas.
Council will ensure that the design of roads, where feasible, include provisions for:

a) pedestrians and non-motorized traffic by way of sidewalks, median strips, or paved boulevards;

b) adjacent residences by appropriate tree planting, landscaping, berms, or other forms of aesthetic and noise reducing applications; and,

c) persons with disabilities, through designs that include provisions for accessibility.

**10.13 Traffic Calming**

Council shall support the use of traffic calming techniques that help to slow down traffic; reduce through traffic in residential areas; promote pedestrian, bicycle and transit use; and improve the real and perceived safety of the City's streets.

**10.14 Improve Designated Functions**

It shall be a policy of this Plan to improve the designated functions of major expressway, arterial and collector systems, where appropriate, by:

a) discouraging the intersection of local roads with expressways and arterial roads, and reducing, where possible, the number of local road intersections with major arterial roads by selective road closures;

b) limiting the number of collector road intersections with expressways and arterial roads;

c) limiting the number of driveway entrances along all arterial roads by the provision of common off-street parking entrances in both commercial and residential areas; and,

d) controlling the number and design of driveway entrances into multi-residential and commercial properties.

**10.15 Direct Access**

Direct access to provincial highways shall be subject to the approval of the Ministry of Transportation. Direct access to expressways is prohibited. Direct
access will be permitted on major arterial roadways only when specifically approved by the City Engineer. There will be restrictions on driveway locations and spacing along minor arterial roadways. Direct access to collector and local roads is permitted if safety concerns are addressed to the satisfaction of the City Engineer.

10.16 Flyovers and Interchanges

The construction of flyovers and interchanges affecting provincial highways shall be subject to the approval of the Ministry of Transportation.

10.17 Backlotting

The subdivision of lands for low density residential development adjacent to an arterial or collector road shall provide for reverse frontage lots unless a traffic analysis concludes that an alternate design would have no detrimental effects on the arterial or collector road.

10.18 Laneways

The use of public and private laneways may be permitted, subject to an evaluation by the City of functional, operational and financial issues.

10.19 Engineering and Development Standards

All new development, road construction and the design of all new road networks shall be in accordance with the City's Engineering and Development Standards.

10.20 New Roads

The opening of new roads and the extension of existing roads within areas designated as "Rural" and "Rural Residential" will not be permitted except as shown on Figure 2, Transportation Plan and Figure 3, Protected Rights-of-Way. Elsewhere in the City, the opening of new roads and the extension of existing roads will typically only occur as a result of the development of plans of subdivision.
10.21 Highway 61/Southwest Transportation Issues

Highway 61 continues to play an important role in the transportation network of the City and this corridor should continue to be protected for future transportation purposes. Council recognizes the need for and shall support the studies needed to address the transportation issues affecting the southwest area of the City.

10.22 Transportation Analysis

The City may require, as a condition of any planning approval, that developers provide transportation analysis, to the satisfaction of the City Engineer, indicating the effects of traffic from proposed developments on streets that abut or are affected by the proposed development.

10.23 Roadway Capacity

Given the significant public investment in certain developing areas, the City shall dedicate roadway capacity to plans of subdivision, as they are approved, where it is considered appropriate.

10.24 Road Widening

Road widenings and new road rights-of-way shall be obtained in accordance with the Planning Act, the Environmental Assessment Act, the Expropriation Act, and this Plan in a fair, equitable and reasonable manner. Privately owned land may be acquired through purchase; expropriation; dedication as a condition of subdivision, condominium, site plan, or Committee of Adjustment approval; or other appropriate means.

In instances where road allowance widenings are required by Site Plan Control Agreements, any road that has less than the required road allowance established by this Plan shall be regarded as a road to be widened.

Council may waive or accept less than the maximum road widening requirement where, in the opinion of Council, the nature of existing development, topographic features or other constraints make it impractical to widen the road to the established road allowance requirement.

Road widenings in excess of the road allowance requirements established by this Plan may be required at intersections for the purpose of providing daylight
triangles, lane channelization, additional turning lanes, or locations for traffic control devices.

Road widenings in excess of the road allowance requirements established by this Plan may be required along arterial roads to accommodate auxiliary turning lanes that will provide better access to land uses that are major traffic generators.

In those cases where the widening of a road is to be obtained by dedication through Site Plan Control, adjacent land shall be obtained in equal amounts from both sides of the road, measured from the centreline of the road allowance, to the fullest extent practical.

The implementation of the road widening policies will also take into consideration matters such as the following:

a) where a parcel of land has been acquired by the City but the widening of the road is not imminent, Council may allow for the private interim use of the parcel;

b) where a road widening is not imminent, Council may enter into an agreement with the landowner to transfer title of a parcel of land affected by road widening at a future date when the road improvements are to be carried out; and,

c) where, because of a road widening, the size of a property is reduced and the lot area or setbacks would no longer meet the normal requirements of the Zoning By-law, the Zoning By-law will recognize the property as a legal use.

10.25 Traffic Diverter: Strand Avenue and Dawson Road

For the purpose of protecting local residential streets from commercial traffic, a traffic diverter shall be constructed and maintained at the intersection of Dublin Avenue and Walkover Street. This diverter shall not be removed without an amendment to this Plan.
PUBLIC TRANSPORTATION

10.26 Public Transportation Objectives

It is Council's objective to:

a) ensure the citizens of Thunder Bay have a public transportation system which is responsive to their transportation needs in terms of cost, efficiency, and reliability;

b) promote the use of public transit, wherever possible, in the interests of overall energy conservation and environmental protection; and,

c) promote land use planning and development that is conducive to the efficient operation and increased use of the public transit system.

10.27 Priorities for the Provision of Service

It shall be the policy of Council to establish a set of priorities for the provision of public transportation services according to the following: places of work, educational facilities, commercial areas, social services, institutional areas, multiple unit residential developments and other relevant factors.

10.28 Promotion of Transit Use

The City will promote the use of public transit by the following means:

a) encouraging higher density development in the vicinity of established urban transit routes;

b) ensuring that new residential developments offer convenient and direct access to public transportation facilities;

b) maintaining and expanding a system of routes that provides accessibility to the downtown cores from all areas of the City, supplemented by a series of cross-town routes that link major employment and activity centres;

d) encouraging the provision of public transit service within reasonable walking distance of all urban uses;
e) making provisions for adequate and appropriate pick-up and drop-off points including the provision of benches and bus shelters;

f) attempting to integrate pedestrian walkways, trails and intersections of major roads with transit stops; and,

g) making provisions for persons with disabilities to have the fullest access possible to the transit system and encouraging that adequate provision for persons with disabilities be made through related transportation systems.

10.29 Efficient Transit Systems

Council recognizes that compact urban form results in efficient transit systems and shall support the intensification of the City's existing and developing urban areas.

10.30 Taxi Service

The City encourages the operation of a safe, convenient, and affordably priced taxi system in the City and surrounding area.

10.31 Bus Service

The City supports the maintenance of passenger bus and freight service to and from Thunder Bay.
TRUCK TRAFFIC

10.32 Truck Traffic Objective

It is Council's objective to:

a) effect appropriate segregation of truck traffic, for environmental and safety reasons, while at the same time, minimizing the cost of movement expenditures.

10.33 Flexible Truck Route System

Council recognizes that an efficient transportation network for truck movements can help to attract new industrial and commercial development. The City shall support a flexible truck route system to the fullest extent practical.

Provincial highways, expressways and arterials are usually available as truck routes, although nighttime restrictions may be appropriate in certain circumstances. Collector roads will often be restricted with respect to truck traffic and heavy trucks are prohibited from all local roads, which pass through residential neighbourhoods, except for local delivery purposes.

10.34 Dangerous Goods Route

To ensure that vehicles carrying dangerous materials or substances are kept on routes that do not abut residential and other sensitive land uses, the movement of dangerous goods through the City shall be restricted in accordance with the Dangerous Goods By-law and shall follow the Dangerous Goods Route which stretches north/south along Highway 11/17, the Thunder Bay Expressway, and Highway 61; west along Dawson Road and Highway 102, and Arthur Street and Highway 11/17; and east along the Harbour Expressway.
AIR FACILITIES

10.35 Air Facilities Objective

It is Council's objective to:

a) support efficient and cost effective air transportation, appropriate to meet
   the needs of the City and region.

10.36 Development Near the Airport

The development of lands within the City in close proximity to the Thunder Bay International Airport shall be controlled so that it does not interfere with the operation of the airport, limit the potential for the expansion of airport facilities, or result in land uses that will be exposed to airport-related noise levels that exceed established guidelines.

Land use in and around the Thunder Bay International Airport shall be in accordance with the policies regarding the "Airport" land use designation and the Noise, Vibration and Emissions policies in this Plan.

10.37 Seaplane Facilities

Council will encourage a study into the adequacy and location of existing seaplane facilities to determine the need for any consolidation and/or enlargement of such facilities.
HARBOUR FACILITIES

10.38 Harbour Facilities Objectives

It is Council's objective to:

a) ensure that the Thunder Bay harbour maintains and develops its role as a major Canadian bulk and dry goods handling facility; and,

b) promote marine transport as an important part of the transportation system, recognizing that it has particular relevance to recreation and tourism activities in the City.

10.39 Upgrading and Expansion of Harbour Facilities

The City will actively pursue the allocation of federal and provincial funding for the upgrading and expansion of harbour facilities, particularly in relation to dredging, aids to navigation, and the provision of harbour protection services in the form of police, fire, and coast guard personnel and equipment.

10.40 Promotion of Harbour Facilities

In conjunction with the Thunder Bay Harbour Commission and Development Thunder Bay, the City shall aggressively promote the advantages of the Thunder Bay harbour through appropriate national and international marine agencies.

10.41 Harbour Related Industrial Park

Council shall encourage the establishment of a harbour-related industrial park and terminal facility on Thunder Bay Harbour Commission lands adjacent to the Keefer Terminal.

10.42 Marina and Harbour Docking Facilities

Council recognizes that the use and development of marina and harbour docking facilities is directly linked to the viability of the economic base, the management of the natural environment, and the quality of the urban place, and as a result shall encourage:
a) the provision of marina and harbour docking facilities in any of the waterfront areas. This must be considered in relation to adjacent land based uses, and in relation to City policies regarding open space, wetlands, environmental protection, and harbour areas;

b) the provision of adequate and appropriately designed docking facilities to meet the needs of resident boating enthusiasts and tourists;

c) the maintenance and improvement of marine support services and facilities for recreational and commercial users; and,

d) the integration of docking facilities with other transportation systems and infrastructure.
RAILWAYS

10.43 Railway Objective

It is Council's objective to:

a) promote the consolidation of existing rail and rail-related facilities with a maximum of separation between rail tracks and the urban roads system.

10.44 Railways and Railyards

Railways, like roads, shall be permitted in all land use designations and zones. Where railyards exist, this use may be specifically recognized in the implementing Zoning By-law.

10.45 Railway Management

The City will work with the senior levels of government and the rail companies in the planning and development of new rail facilities, and the relocation or modification of existing facilities, in an effort to improve the level of service, improve the safety and convenience of the road network, facilitate the redevelopment of railroad lands for appropriate uses, or improve upon the compatibility of existing facilities with adjacent uses.

10.46 Level Crossings

It shall be a policy of Council to identify those level crossings requiring grade separations and seek appropriate government assistance for a staged program of construction.

10.47 Rail Rationalization

The City shall continue to seek the rationalization of mainline rail traffic to reduce conflict between rail and road traffic.

10.48 Scheduling of Rail Movements

The City shall request that all major rail movements, if possible, be scheduled to correspond with off-peak traffic flows in those areas where rail lines and major arterial roads intersect.
10.49 Conversion of Abandoned Rail Rights-of-Way

The City will support and encourage the conversion of abandoned railway rights-of-way to recreational and commuter trails, roadway corridors, or other productive land uses, where appropriate.
PEDESTRIANS

10.50 Pedestrian Objective

It is Council's objective to:

a) provide a rationalized system of pedestrian walkways and corridors, which allow safe, effective, convenient and aesthetically pleasing pedestrian movement.

10.51 Sidewalk Construction

The City will develop a comprehensive schedule of sidewalk construction and reconstruction. Priority will be given to those areas adjacent to schools, parks, community centres, public institutions, commercial areas, downtown areas and public transit stops.

All new or reconstructed sidewalk facilities shall be designed to be as accessible as possible to all members of the public.

10.52 Sidewalk Linkages

Should a sidewalk linkage be required along an expressway, it shall be located within a separate right-of-way, fenced off from the expressway.

Should sidewalk linkages be required along major or minor arterial roads within the urban area, sidewalks will normally be provided along both sides of the road.

Within the urban area, it is desirable that sidewalks be provided along both sides of collector roads.

Sidewalks shall be provided along one side of local roads within the urban area except for short streets, loops or cul-de-sacs where, in the opinion of the City Engineer, the expected traffic volumes will be less than 200 trips per day (the traffic volume generated by approximately 20 residential units), approval may be given to eliminate all sidewalk requirements.
10.53 Pedestrian and Vehicle Segregation

Every effort will be made to maximize pedestrian/motor vehicle segregation and to minimize walking distance between and through built-up areas.

Appropriate signals or pedestrian grade separations shall be provided where exposure to vehicles or trains is deemed to be hazardous.
**BICYCLE AND RECREATIONAL PATHS**

**10.54 Bicycle and Recreational Paths Objectives**

It is Council's objective to:

a) adapt and integrate into the general transportation network a multi-purpose path, trail and road system which allows for the safe and convenient movement of bicyclists, and where possible, pedestrians, joggers and cross-country ski enthusiasts, throughout the City; and,

b) support the planning and development of bicycle routes and pedestrian paths and trails that provide linkages among open space areas and major activity centres, and that enhance the convenience, safety and enjoyment of these modes of travel.

**10.55 Development of Bicycle Paths**

The development of bicycle paths for commuting purposes and recreational use will be encouraged.

Council shall encourage the construction and dedication of bicycle paths within new subdivisions, where reasonable, having a maximum of separation from vehicular traffic.

In recognizing the importance of the bicycle in the overall transportation network, the City will encourage the development of a utilitarian commuter bicycle system.

The City will implement, in a staged fashion, a bicycle/recreational trail network, as outlined in the Thunder Bay Trail System Master Plan.

**10.56 Mode of Transportation**

Bicycling is recognized as an alternative mode of transportation, which can play a positive role in improving mobility and quality of life.
10.57 Bicycle Related Facilities

Businesses, especially retail shopping areas, shall be encouraged to provide bicycle-related facilities, such as bicycle racks and secure employee bicycle storage, to promote the increased use of bicycles within the City.

10.58 Linkages

The City will encourage linkages between the university, college, commercial, and open space areas.

Segments of the City's recreational trail network will act as links in the nationwide Trans Canada Trail system.

10.59 Snowmobile Trail

Council recognizes the recreational, tourism and investment opportunities associated with the City's approved snowmobile trail and supports its continued maintenance.
PARKING

10.60 Parking Objective

It is Council's objective to:

a) recognize on-street and off-street parking as an important component of an efficient transportation system.

10.61 Parking and Loading Facilities

The provision of public and private parking and loading facilities that are well integrated with the transportation system, adequate for the land uses they support, and developed to a standard, which promotes compatibility with adjacent land uses, shall be supported.

10.62 On-Street Parking

On-street parking is prohibited on expressways and generally prohibited on major arterials. On-street parking is generally permitted on minor arterials and usually permitted on both collectors and local streets, subject to pavement width or other local circumstances.

10.63 Off-Street Parking

Appropriate standards for off-street parking and loading facilities for all forms of land use activities shall be established in the implementing Zoning By-law.

Design standards for the location, layout, construction, lighting and buffering of off-street parking areas, shall be applied through the site plan approval process. The intent of such standards shall be to achieve safe access, efficient usage, improved aesthetics and reduced impact on adjacent land uses. Design standards shall also provide for the special parking requirements of vehicles driven by, or used to transport, persons with disabilities.

10.64 Public Parking

Council shall endeavour to make all public parking facilities accessible to persons with disabilities and encourage private operators to adopt similar measures, where appropriate.
Council shall encourage the use of the public parking structures in the Downtown Cores.

10.65 Reductions in Parking

Reductions to the parking requirements set out in the Zoning By-law may be considered on the basis of strong public transit linkages to a facility, where traffic analysis supports the proposed reduction.

10.66 Cash-in-Lieu of Parking

Council generally requires off-street parking facilities to be provided on-site in accordance with the requirements of the Zoning By-law. However, in certain circumstances, Council may pass a "cash-in-lieu of parking" by-law pursuant to the Planning Act.

Exemptions from all or part of the required parking for a proposed development may be granted in exchange for cash-in-lieu of parking, where the City and the developer have entered into an agreement to this effect. Unless otherwise specified in this Plan, the cash-in-lieu provision should be used only in those areas where adequate public off-street parking facilities exist or are planned.
11. SERVICING

Municipal servicing and infrastructure represents a major investment of public funds. It is important that this investment be protected and managed appropriately.

It is recognized that proper planning is required to ensure that adequate public infrastructure is available to meet the City's needs today and into the future.

11.1 Servicing Objectives

It is Council's objective to:

a) provide adequate public utilities and services to economically and efficiently meet the existing and future needs of the City in a timely fashion;

b) ensure that the delivery of public utilities and services is co-ordinated to best serve the public interest;

c) maintain consistent standards with respect to the provision of municipal services and to ensure equitable cost recovery associated with the placement of these services; and,

d) ensure that appropriate infrastructure is in place to address concerns regarding impacts of development on the natural environment.

11.2 Application of Policies

Policies in this Chapter apply to the following utilities and services:

a) municipal sanitary sewerage system;

b) surface drainage;

c) municipal water supply and distribution system;

d) private wells and sewage disposal systems;

e) natural gas and oil distribution and transmission pipelines;
f) electric power supply and distribution system;

g) telecommunications infrastructure and other cabled services;

h) radio and television transmission facilities; and,

i) any use or building accessory to the above.

11.3 Provision of Municipal Services

It is the intent of this Plan to extend full municipal services, including sanitary sewers, storm sewer and municipal water, to serve those lands inside the "Urban Area Limit" shown on Schedule "A", subject to the following:

a) the provision of such services is feasible from an engineering point of view; and,

b) it is within the financial capability of the City to provide such services.

Any extension of municipal services in areas designated as "Urban Residential" on Schedule "C" is to include the extension of both water and sanitary sewers, curb and gutter, street lighting, storm sewers as required, and other infrastructure considered appropriate. Such extensions shall proceed in an orderly fashion, with the exact location and capacity of services to be approved by the City Engineer.

The total cost of providing municipal infrastructure to new developments will generally be borne by the proponent. However, in accordance with the City's practices and procedures, the City may bear those costs associated with the oversizing of certain services, when considered necessary to accommodate future development.

Within the life span of this Plan it is the intention of the City to review those areas of the City that are served with municipal piped water only to determine if any areas should be provided with municipal sanitary sewers.

11.4 Local Improvement Process

The extension of services through the Local Improvement process shall generally include all those services that would normally be required if development were proceeding through the plan of subdivision process. A Local Improvement petition requesting the extension of sanitary sewer and/or water lines alone will
generally not be approved. Rather, the extension of services is to include both storm and sanitary sewers, water lines, sidewalks, curb and gutter, the burial of wires and/or any other services considered appropriate.

The total cost of extending services petitioned for under the Local Improvement Act shall be charged to the owners of abutting frontages, except for those costs required to be borne by the City under this Act.

To ensure that Council is apprised of all relevant information, it is a policy of this Plan that the Engineering and Planning Divisions shall provide comment on each petition before it is included for consideration in the Capital Budget.
WATER SYSTEM

11.5 Planning and Construction of the Water System

The City shall plan and construct its water supply, treatment and distribution systems based on meeting or exceeding Ministry of the Environment and the Insurance Underwriters Advisory Council guidelines.

The water system shall be planned and constructed in a timely fashion to permit development to proceed in sufficient areas of the City to provide a diverse selection of land development opportunities.

11.6 Conservation

Policies will be developed to encourage conservation in the use of treated water and to minimize the impact on the natural environment through the operation of the City's water system.

11.7 Water Pressure

Development to be served by the City's piped water system will only be permitted where adequate and reliable flows and pressures are available, both for domestic and fire protection purposes.

Figure 4 shows the location of the various water pressure zones within the City bounded by the limits of the "Ultimate Service Area." The "Ultimate Service Area" extends well beyond the present "Urban Area Limit" shown on Schedule "A". The "Ultimate Service Area" is based on topography and planned water system capacity. The area contained within the "Ultimate Service Area" can support a total population in the order of 150,000. This population is well beyond the population predicted within the time frame of this Plan; however, the additional water system capacity is recommended to provide flexibility in the location of future development.

Lands within each pressure zone should be supplied by watermains located within that same pressure zone. Significant development should have at least two independent sources of supply, each capable of providing adequate flows and pressures to meet domestic and fire protection demands. However, the City Engineer may authorize exceptions to this requirement.
Development within water pressure Zones 3S and 4N, as shown on Figure 4, requiring communal pumping service, shall be discouraged.

11.8 Extension of Municipal Piped Water

The extension of municipal piped water into areas designated as "Rural Residential" and "Rural" shall not be permitted.

The extension of municipal piped water beyond the City's limits shall generally not be permitted and shall only be considered where the extension is necessary to support a development considered to be of benefit to the region.

11.9 Reserve Capacity

Development will not be permitted unless it can be demonstrated that there is sufficient reserve capacity to support the proposed development.

11.10 Private Wells

Where permitted, private wells shall meet applicable ground water standards with respect to yield and potability.

Where permitted, private wells serving non-residential development shall be appropriate, with respect to yield and potability, for the intended use. The standards applied are to be at least equal to and may exceed those applied to residential development. Any private well established must be proven to be adequate for the use intended, to the satisfaction of the Chief Building Official.

11.11 Communal Wells

Applications for planning approval to permit development requiring communal wells will not be supported.
SANITARY SEWERS

11.12 Planning and Construction of the Sewage System

The City shall plan and construct sanitary sewage collection and treatment systems based on meeting or exceeding Ministry of the Environment guidelines.

The sewage collection system shall be planned and constructed in a timely fashion to permit development to proceed in sufficient areas of the City to provide a diverse selection of land development opportunities.

11.13 Water Quality

Policies will be developed to support the City's Pollution Prevention Control Plan and to protect the quality of water in the streams and rivers passing through the City and in Lake Superior.

11.14 Discharge

In the case of new development, no surface water, ground water or building foundation drains will be discharged to the City's sanitary sewer system. To the fullest extent practical, this policy will also be applied to existing development.

11.15 Collection Systems

The collection of surface water and sanitary sewage shall be, to the fullest extent practical, achieved through two collection systems completely separate from each other.

11.16 Sewersheds

Figure 5 shows the major sewersheds in the area bounded by the limits of the "Ultimate Service Area" together with an indication of the location of future trunk sewers necessary to service this area. The "Ultimate Service Area" extends well beyond the "Urban Area Limit" shown on Schedule "A". The "Ultimate Service Area" is based on topography and planned sewer system capacity. The area contained within the "Ultimate Service Area" can support a total population in the order of 150,000. This population is well beyond the population predicted within the time frame of this Plan; however, the additional sewer system capacity is recommended to provide flexibility in the location of future development.
The location of future trunk sewers may vary from the approximate locations shown on Figure 5. Provided there is no significant change in the sewershed boundary created by the location of trunk sewer extensions, no amendment to this Plan will be required.

Development within the McVicar Creek sewershed will be limited to that which will not cause any significant increase in surcharging in the McVicar Creek trunk sewer and without reliance upon sanitary sewage storage tanks.

Development within the John Street sewershed will be limited to that which will not cause any significant increase in surcharging of the existing John Street trunk sewer. As of 1999, this represents a prohibition to significant amounts of new development in the John Street sewershed. This prohibition may be lifted once the Golf Links trunk sewer has been constructed far enough to the north to intercept the flows presently discharged by the River Terrace Pumping Station to the John Street sewer. Any additional development will be limited to that which will not cause surcharging in either the Golf Links or John Street trunk sewers. Sanitary sewer service may also be provided to a limited area west of the Thunder Bay Expressway by a connection to the Golf Links trunk sewer, provided such development does not cause surcharging in the Golf Links trunk sewer.

11.17 Extension of the Sewer System

No extensions to the west of the draft approved Parkdale Subdivision are contemplated within the time frame of this Plan.

Construction of the Rosslyn Road trunk sewer is not anticipated within the time frame of this Plan unless the operation of the many private septic systems in this area results in concerns associated with contamination of the rivers and roadside ditches in the area.

No extension of sanitary sewers south of the Kaministiquia River is contemplated within the time frame of this Plan except that sanitary sewer service may be extended to the Mission and McKellar Islands and to the industrial area on the south shore of the Kaministiquia River, east of James Street.

The extension of sanitary sewers into areas outside the "Urban Area Limit" shown on Schedule "A" shall not be permitted without an amendment to this Plan.
11.18 Reserve Capacity

Development will not be permitted unless it can be demonstrated that there is sufficient reserve capacity to support the proposed development.

11.19 Private Sewage Disposal Systems

Where permitted, private sewage disposal systems shall be appropriate to meet the requirements of the intended use. All private sewage disposal systems shall meet the requirements of the Ontario Building Code Act, the Ministry of the Environment and the Thunder Bay District Health Unit.

11.20 Communal Sewer Systems

Applications for planning approval to permit development requiring a communal sewer system will not be supported.
SURFACE DRAINAGE

11.21 Quality and Quantity of Stormwater

All applications for planning approval to permit development or redevelopment will be reviewed for their potential impacts on surface and groundwater resources. To the fullest extent practical, the quality and quantity of stormwater leaving a site shall be maintained or improved as a result of development.

Changes in peak runoff rates and the timing of peak flows are to be minimized so as to reduce downstream impacts and the associated threat to life, property and natural resources.

11.22 Natural Hydrologic System

Watercourse corridors, valleys, and ravines are recognized as integral components of the natural hydrologic system and shall, as much as possible, be retained in their natural state. Development proponents will be encouraged to incorporate natural drainage features into the design of development and redevelopment proposals. In order to protect the ecological functions of watercourse corridors, valleys, and ravines, the maintenance of natural vegetated buffers adjacent to these features may be required.

Where site conditions are appropriate, the infiltration of stormwater runoff will be encouraged.

11.23 Development Criteria

In order to address stormwater management concerns, information required to support applications for planning approval should include, but will not necessarily be limited to, the following:

a) a Lot Grading and Drainage Plan, showing the existing and proposed grades and drainage for the site;

b) a comparison of pre-development and post-development runoff levels during both high and low flow conditions, and recommended measures to control runoff in accordance with current provincial guidelines;
c) an assessment of the potential impact of the proposed development on the water quality of receiving watercourses in terms of, but not limited to, baseflow, water temperature, contaminant levels, sedimentation and fisheries potential, together with recommended mitigation measures;

d) a Preliminary Stormwater Management Plan, examining stormwater management options, and recommending a strategy for the provision of stormwater management measures to accommodate the proposed development, together with a maintenance plan for any proposed stormwater management facilities;

e) an evaluation of the potential impacts of the recommended stormwater management strategy on existing stormwater management systems;

f) an Erosion and Sediment Control Plan, identifying measures that will be used, both during and after construction, to retain exposed soils and sediments on site, and to minimize sedimentation and erosion; and,

g) an Environmental Impact Study, where required in accordance with the Natural Environment policies of this Plan.

11.24 Replacement of Existing Systems

When existing systems are replaced, the City shall endeavour to design infrastructure that protects and enhances the aquatic environment.

11.25 Watershed Planning Process

The City supports the use of the Watershed Planning Process to promote development and land use practices that protect and enhance the ecological, recreational, and aesthetic potential of the region’s water resources.

The preparation of Watershed and Subwatershed Plans, for areas sensitive to, or likely to be affected by, development or redevelopment, will be supported. The City will participate, to the fullest extent practical, in the preparation of these plans in co-operation with the Lakehead Region Conservation Authority, the Ministry of the Environment, the Ministry of Natural Resources, the federal Department of Fisheries and Oceans, other groups or agencies, and adjacent First Nations and municipalities, where affected.
OTHER UTILITIES

11.26 Provision of Utilities and Services

It shall be a policy of this Plan to provide for the development of electric, gas, oil, and telecommunications infrastructure in co-ordination with the responsible public and private regulatory agencies in order to service existing and proposed developments envisaged by this Plan.

Any utility or service uses not designated on Schedule "A" or Schedule "E" shall be regarded as complementary uses to other land use designations.

11.27 Extension of Services

All physical services including telephone, hydro and natural gas shall be extended as development proceeds in a manner and location as determined by the respective agency.

11.28 Utility Corridors and Rights-of-Way

Council shall encourage the multiple use of utility corridors including major road rights-of-way and railways.

All existing and proposed physical services shall be protected by means of a right-of-way or easement satisfactory to the City.

11.29 Installation of Lines and Plants

Utility lines and plants required to serve the public shall be installed in an efficient and economical manner with minimal disruption to existing residential and commercial development.

11.30 Underground Servicing

Where economically feasible, utility and transmission lines are to be installed underground in residential, commercial and recreational areas so as to minimize their adverse visual impacts.
12. SOIL CONTAMINATION

Soil contamination and contaminated sites refer to lands that, for reasons of public health and safety or environmental quality, are unsafe as a result of past activities.

This Chapter outlines policies dealing with the identification of sites and facilities which are known, suspected or potentially contaminated from past land use practices. For the purposes of this Plan, only generic uses that have been known to create possible contamination problems are identified. The following list of general uses suggests activities that are currently in operation, or have been present in the past, that are related to possible environmental contamination: activities involved with the elimination of waste and other residues; industrial and commercial activities involving hazardous substances; storage and transfer of hazardous substance; and sites formerly used for transportation or utility purposes. In addition, where significant filling of property has occurred in the past, contaminants may be present and site remediation may be required.

12.1 Soil Contamination Objectives

It is Council’s objective to:

a) require the proponents of new development to undertake an Environmental Site Assessment where any significant filling of a property has occurred or where it is known or suspected that activities have taken place, which have the potential to cause site contamination. This assessment will identify any contamination on site, and identify the necessary actions to restore or rehabilitate the site to a condition suitable for the intended uses in accordance with the applicable guidelines of the Ministry of the Environment; and,

b) seek to ensure, in co-operation with the appropriate government authorities, if necessary, that contaminated soil and groundwater do not create a hazard for the health of natural ecosystems or the people who live, work or play within the City.
12.2 Health Issues

Council shall seek to ensure that development only occurs on sites where the soil quality does not present an unacceptable health risk to future site users and where the health of the ecosystem will not be compromised by off-site contamination.

12.3 Remediation

Where planning approvals are being sought, development of any contaminated site shall not be permitted until the site is remediated in accordance with provincial guidelines and legislation, as amended from time to time. Contaminated sites will be restored, as necessary, prior to any activity on the site associated with the proposed use such that there will be no adverse effect.

Where site remediation requirements are known, planning approvals employing a holding symbol (H) may be considered. In these instances, the remediation of the site will be required prior to the removal of the holding symbol (H).

The City will pursue initiatives and consider programs for the rehabilitation and redevelopment of contaminated lands within its holdings.

12.4 Record of Site Condition

Prior to any planning approval being given for any property suspected of having some form of contamination, Council shall require the proponent to submit a Record of Site Condition, prepared by a qualified consultant in accordance with Ministry of the Environment guidelines and acknowledged by the Ministry of the Environment. A Record of Site Condition is the only acceptable document to confirm that the site does not require clean-up or has been cleaned-up, as required.

In recognition of the large areas and number of property owners involved, where City initiated area-wide or City-wide Official Plan or Zoning By-law amendments are being considered, there shall be no requirement for a Record of Site Condition.

Where the City is deeded land for public highways, road widenings, parkland, storm water management or for any other public use, the City may require, as a condition of the transfer, evidence in the form of a Record of Site Condition to ensure that the property has been properly remediated.
12.5 Waste Disposal Sites

Known waste disposal sites are shown on Figure 6. No development shall occur on any waste disposal site unless an Environmental Site Assessment has been completed indicating that the property does not need to be or can be cleaned-up in accordance with Ministry of Environment Guidelines and the policies of Chapter 12 of this Plan.

No reuse of a property, used for the disposal of wastes, may be approved within 25 years of closure, unless the reuse has been approved by the Minister of the Environment under Section 46 of the Environmental Protection Act.
13. NOISE, VIBRATION AND EMISSIONS

There is a growing awareness of the impacts of noise associated with airport operations, industrial uses, rail and road traffic and other noise generators. Noise can affect people in a variety of ways, the most important of which may be damage to hearing, interference with communication or concentration, disturbance of sleep and general annoyance. Land uses most sensitive to the effects of noise include all residential uses, many institutional uses such as hospitals, churches and schools, some recreational uses such as picnic areas and campgrounds, as well as some commercial uses including day care facilities.

Although noise is among the most common forms of negative impact produced in the urban environment, depending upon the particular facility, other adverse effects may be related to vibration, odours and other air emissions.

13.1 Noise, Vibration and Emissions Objectives

It is Council's objective to:

a) minimize or prevent, through the use of various abatement techniques and mitigation measures, the exposure of any person or property to adverse effects associated with noise, vibration or emissions;

b) ensure that land use and development is compatible with existing and anticipated noise levels;

c) encourage the implementation of appropriate mitigation measures to minimize existing compatibility problems;

d) prevent or minimize the encroachment of sensitive land uses on industrial land use and vice versa, as these two types of land uses are normally incompatible;

e) ensure that, wherever feasible, land use arrangements which minimize the impact of noise be considered in the formulation of Community Plans, plans of subdivision and condominium, severances, and Zoning By-law amendments; and,

f) facilitate the orderly development of land within the vicinity of the airport, the various railway yards and mainlines within the City, and in proximity
to expressways and other major roads, industrial uses and other noise
generators.

13.2 Separation of Uses

The long term economic prosperity of the City will be supported by ensuring that
major facilities (such as airports, transportation corridors, sewage treatment
facilities, waste management systems, industries and aggregate activities) and
sensitive land uses are, to the fullest extent practical, appropriately designed,
buffered and/or separated from each other so as to prevent adverse effects from
odour, noise and other contaminants.

A separation distance should be sufficient to permit the functioning of the two
incompatible land uses without an 'adverse effect' occurring. Separation of
incompatible land uses should not result in freezing or denying usage of the
intervening land. A land use different from the two conflicting uses but
compatible with each, may be developed in the required separation space. The
distance separating incompatible land uses shall be based on the noise generator's
potential influence area or actual influence area, if it is known.

13.3 Residential Development

Planning approvals to permit new residential development, in the vicinity of the
airport, railways, expressways or industrial uses considered to be noise
generators, shall not be permitted where it is anticipated that the level of noise
perceived by the residents would be excessive, unless noise abatement techniques
and mitigation measures are employed to reduce noise to acceptable standards.

13.4 Noise Studies

Prior to the approval of planning applications where the impacts of noise are
considered a concern, noise studies may be required to analyse the impacts of
noise, and recommend appropriate noise mitigation measures. All costs
associated with preparing the noise study and providing any required noise
attenuation facilities will be borne by the developer.

13.5 Noise Abatement Techniques

Noise abatement techniques may be used to achieve a more desirable outdoor
noise environment in those areas where noise and vibration could interfere with
activities. Noise abatement techniques may include, but are not limited to, one or
a combination of the following: the provision of separation distances; noise attenuation barriers, berms, screens, and landscaping; or continuous building and fencing extending from side lot line to side lot line.

It is recognized that new technologies may offer opportunities for innovative noise abatement techniques not yet contemplated. The development of such techniques shall be encouraged.

13.6 Development Near Railways

Development in the vicinity of railways is exposed to noise, vibration and the hazards of derailment and spillage. Any noise sensitive development within 300 metres of a railway right-of-way should incorporate protective measures that will ensure the occupants and users enjoy satisfactory conditions.

The City will ensure, to the fullest extent practical, that where it is anticipated that the level of rail traffic noise will be significant, all new residential development will comply with the indoor noise guidelines established by the Province, the railway companies, and any other applicable policies or regulations. However, responsibility for such compliance shall rest with the developer.

13.7 Noise Notification Agreements

Creators of new residential units or lots, within any area where noise and vibration could interfere with the use and enjoyment of dwelling units, shall be required to inform all prospective tenants or purchasers of residential lots or units, that noise may interfere with some of the activities of the dwelling occupants. The developer may be required to enter into a "Noise Notification Agreement" with the City. Such an agreement is to be registered on title, as a condition of consent, condominium or subdivision approval.

13.8 Noise Restricted Area

Lands within the vicinity of the Thunder Bay International Airport and the Canadian National and Canadian Pacific Railway mainlines are within a "Noise Restricted Area" shown generally on Schedule "A" and more specifically on Figure 7. Lands within this area shall be developed in accordance with the policies of this Chapter and those of the applicable land use designation.
The creation of new lots for residential development, within the "Noise Restricted Area", shall proceed only by consent. Any development that would require a plan of subdivision or condominium will not be supported.

Creators of new residential lots or units within the "Noise Restricted Area" shall be required to inform all prospective tenants or purchasers that noise from aircraft or railway operations are likely to interfere with some of the activities of the dwelling occupants. The developer may be required to enter into a "Noise Notification Agreement" with the City. Such an agreement is to be registered on title, as a condition of consent approval.

Any development within the "Noise Restricted Area", that requires a planning approval, shall comply with federal and provincial guidelines with respect to land uses in the vicinity of airports.

All new residential buildings within the "Noise Restricted Area" shall comply with the Acoustic Design Criteria established by Canada Mortgage and Housing Corporation and the indoor noise guidelines established by the Ministry of the Environment. Responsibility for compliance will rest with the applicant, and a statement of compliance shall accompany all building permit applications.

Mobile Homes are not required to comply with the Acoustic Design Criteria established by the Canada Mortgage and Housing Corporation.

Areas within the "Noise Restricted Area" shall be placed in an appropriate zone to which the suffix "N" shall be added. The "N" suffix shall indicate that noise mitigation measures may be required as part of the development.
14. ENVIRONMENTAL PROTECTION AREAS

The City is richly endowed with natural heritage features. Lands shown generally as "Environmental Protection" on Schedule "A" are more specifically designated as "Natural Corridor", "Provincially Significant Wetland" and "Areas of Natural and Scientific Interest" on Schedule "B". Schedule "B" also indicates the location of wetlands which, though not identified as being provincially significant, are recognized as important natural heritage features. Any development permitted in, or adjacent to these areas shall be sensitive to the natural heritage values these areas possess and shall have regard to the risks to both people and property because of inherent physical and environmental characteristics.

14.1 Environmental Protection Area Objectives

It is Council's objective to:

a) preserve and enhance the natural environment;

b) preserve the unique attributes of the local physical landscape;

c) preserve and enhance fish and wildlife habitat, as well as flora environs; and,

d) reduce the potential for public cost or risk to City residents by directing development away from areas where there is a risk to public health and safety or property damage.

14.2 Applicability of Natural Environment Policies

In addition to the policies set out in this Chapter, the use and development of lands within the "Natural Corridor", "Provincially Significant Wetland", and "Areas of Natural and Scientific Interest" designations as shown on Schedule "B", shall be in accordance with the Natural Environment policies set out in Chapter 2 of this Plan.

Wetlands not identified as provincially significant may also be valued natural heritage resources. Any use and development of these areas shall be in accordance with the Natural Environment policies set out in Chapter 2 of this Plan.
NATURAL CORRIDORS

The "Natural Corridor" designation applies to rivers, streams and adjacent lands throughout the City. It is recognized that these features, when maintained in a healthy natural state, perform important ecological functions. Where these areas can be sensitively integrated into the City's trail system, they can represent important public recreation assets. Inappropriate development within these areas, in addition to impeding these ecological functions and undermining recreational values, exposes people and property to risks associated with flooding and erosion.

Areas designated as "Natural Corridor" on Schedule "B" include both flood plain areas and lands beyond the outer limits of the flood plain, which may be hazardous due to unstable slopes or the potential for erosion.

The "Natural Corridor" designation is also applied to a small number of areas, distant from any watercourse, where steep slopes exist. Erosion and topographic instability represent constraints to development within these areas.

14.3 Natural Corridor Objectives

It is Council's objective to:

a) recognize the importance of lakes, rivers, streams and adjoining lands as important natural resources; and,

b) protect people and property from the risks associated with steep or unstable slopes, poor soil conditions, wave impacts, flooding and erosion.

14.4 Preserve in a Natural State

Disturbance to areas within the "Natural Corridor" designation should be minimized and these areas should be preserved in a natural state, wherever possible.

In order to protect these natural areas, the City may, where appropriate, apply Site Plan Control to proposals adjacent to watercourses, pass municipal by-laws regulating site alteration and tree cutting, and require notification agreements warning of natural heritage features.
14.5 Flood Plains

Flood plain areas are required for the safe passage of floodwaters. No planning approval will be granted for development within flood plain areas, with the exception of flood and erosion control works, docks and boat launches, and passive, non-structural uses that will not affect flood flows. Site alterations will be controlled to the fullest extent practical.

14.6 Development Within the Natural Corridor

Although development is to be directed away from hazardous lands, development within the "Natural Corridor" designation on land outside the flood plain may be appropriate, subject to certain conditions. However, within these areas, there are some land uses that are viewed as posing unacceptable risks. These include institutional uses such as hospitals, nursing homes, schools, day care centres, essential emergency services and uses involving the disposal, manufacture, treatment or storage of hazardous substances. These uses shall not be permitted within the "Natural Corridor" designation.

Excluding the uses noted above, the uses permitted within the adjoining land use designations may be permitted within the "Natural Corridor" designation, outside the limits of the flood plain, subject to the following considerations:

a) potential flooding and erosion hazards must be safely addressed;

b) development and site alteration must be completed in accordance with established standards and procedures with respect to the provision of flood proofing and protection works;

c) safe access to the site must be available during times of flooding, erosion, and other emergencies;

d) existing hazards must not be aggravated and new hazards must not be created by the proposed development or site alteration; and,

e) no significant adverse environmental impacts shall result from the proposed development or site alteration.
14.7 **Environmental Impact Studies**

Where concerns exist with respect to the impact of a development proposal, within the "Natural Corridor" designation, an Environmental Impact Study (EIS) may be required. All Environmental Impact Studies shall be undertaken in accordance with the Natural Environment policies set out in Chapter 2 of this Plan.

14.8 **Parkland Dedication**

Though lands within the "Natural Corridor" designation are recognized as having potential value for passive recreational use, such land may not necessarily be acceptable as part of the parkland dedication required as a condition of various planning approvals.

14.9 **Existing Development Within Flood Plains**

This Plan recognizes that there are areas of existing development within the flood plains of rivers and streams throughout the City. Within these developed areas, additions, alterations and infill development, consistent with the uses permitted within the adjoining land use designations, may be allowed, except for land uses viewed as posing unacceptable risks. The uses to be prohibited within these areas include institutional uses such as hospitals, nursing homes, schools, day care centres, essential emergency services and uses involving the disposal, manufacture, treatment or storage of hazardous substances.

14.10 **Zoning of Lands Within the Natural Corridor**

Areas of existing development within the "Natural Corridor" designation shall be placed in an appropriate zone to which the suffix "F" shall be added. The "F" suffix shall indicate the need for flood proofing measures as part of the development. Lands zoned with the "F" suffix may be developed without further amendment to the Zoning By-law, provided flood proofing, as set out in the Zoning By-law, is incorporated into the development of the lands. The use of the "F" suffix shall be limited to those areas which are largely developed or where logical infill potential exists.
PROVINCIALLY SIGNIFICANT WETLANDS

Wetlands are recognized for the environmental, economic and social benefits they contribute. Wetlands are important for the control and storage of surface water and the recharge and discharge of ground water. They maintain and improve water quality, aid in flood control and often protect shorelines from erosion. Wetlands provide important habitat for a wide variety of plant and animal species and provide passive recreational opportunities. Areas to be designated as "ProvinceSignificant Wetlands" on Schedule "B" include wetland areas determined to be "ProvinceSignificant" together with the adjacent lands, where it is considered likely that development or site alteration would have a negative impact on the wetland itself.

14.11 Provincially Significant Wetland Objectives

It is Council's objective to:

a) recognize the importance of provincially significant wetlands as important natural resources; and,

b) protect provincially significant wetlands from any use or development that could result in a negative impact on those attributes for which the wetland has been identified.

14.12 Development Within Provincially Significant Wetlands

No development will be permitted within areas designated as "ProvinceSignificant Wetland" unless it has been demonstrated that there will be no negative impacts on the natural features or ecological functions for which the area has been identified and site alterations will be controlled to the fullest extent practical.

14.13 Environmental Impact Studies

Where concerns exist with respect to the impact of a development proposal within the "ProvinceSignificant Wetland" designation, an Environmental Impact Study (EIS) will be required. All Environmental Impact Studies shall be undertaken in accordance with the Natural Environment policies set out in Chapter 2 of this Plan.
14.14 Maintenance of Natural Features and Connections

The diversity of natural features within areas designated as "Provincially Significant Wetland" and the natural connections surrounding them, should be maintained and improved, where possible.
AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI'S)

"Areas of Natural and Scientific Interest" (ANSI's) are areas of land and/or water containing natural landscapes or features which have been identified as having values related to the appreciation of the natural environment, scientific study or education.

ANSI's play an important role in the identification of natural heritage. Through comparative evaluations of natural areas and geological sites, a series of sites that represent the full spectrum of biological communities, natural landforms and environments across the Province have been, and continue to be, identified. Conservation of the best examples of the full spectrum of natural areas is an important aspect of conserving the natural heritage.

The general locations of ANSI's within the City are indicated on Schedule "B".

14.15 Areas of Natural and Scientific Interest Objectives

It is Council's objective to:

a) recognize significant representative segments of biodiversity and natural landscapes as well as the best representative examples of bedrock, fossils and unique landforms; and,

b) ensure the preservation of "Areas of Natural and Scientific Interest" through the use of appropriate development controls.

14.16 Locations of Areas of Natural and Scientific Interest

Lands near the Terry Fox Lookout, adjacent to Highway 11/17, have been identified as an "Area of Natural and Scientific Interest." Lands near this lookout are recognized as an "earth science feature" which offers an exposure of the gunflint bedrock formation. It is to be protected from uses that would undermine this value. The Ministry of Natural Resources shall be consulted regarding any development proposals in this area.

Lands within the Slate River Gorge, near the confluence of the Slate River and the Kaministiquia River, have been identified as an "Area of Natural and Scientific Interest." This area is recognized as an "earth science feature" and contains what
may be the most spectacular and abundant concentrations of carbonate concretions in the region. The site has high interpretive and scientific value and is frequently visited by geologists. The Ministry of Natural Resources shall be consulted regarding any development proposals in this area.

14.17 Development Within ANSI's

No development will be permitted within areas designated "Areas of Natural and Scientific Interest" unless it has been demonstrated that there will be no negative impacts on the natural features or ecological functions for which the area has been identified, and site alterations will be controlled to the fullest extent practical.

14.18 Environmental Impact Studies

Where concerns exist with respect to the impact of a development proposal within the "Areas of Natural and Scientific Interest" designation, an Environmental Impact Study (EIS) may be required, in accordance with Natural Environment policies set out in Chapter 2 of this Plan.
15. OPEN SPACE AREAS

Lands designated as "Major Open Space" shall be used primarily for recreational purposes, both indoor and outdoor. "Major Open Space" uses shall include both active and passive parks. Permitted uses within the "Major Open Space" designation shall include playgrounds, swimming pools, community centres, arenas, golf courses, ball parks, marinas, historical sites, and other similar uses as well as buildings and structures which are accessory to these uses. "Major Open Space" areas are shown on Schedule "A" of this Plan.

15.1 Open Space Areas Objectives

It is Council's objective to:

a) provide sufficient recreational opportunities, open space and park facilities within the City to meet the needs of residents; and,

b) achieve a highly integrated system of recreational areas and trails throughout the City.

15.2 Public Recreation

It shall be a policy of this Plan to promote a variety of public recreational uses and facilities in order to make the best social, physical or economical use of public facilities. Municipal parks and park facilities shall be provided to the greatest extent practical, in accordance with the park classification system outlined in the Thunder Bay Parks and Recreation Master Plan.

15.3 Private Recreation

Private recreational development shall be encouraged to develop in a manner which will complement public recreational uses.

Where lands designated as "Major Open Space" are under private ownership, it shall not be construed that these lands shall be free and open to the public nor that they shall be acquired by the City or any other agency.
15.4 **Use of Waterways**

It shall be a policy of this Plan to promote the full multiple use of rivers and streams subject to other policies of this Plan in a manner which will continually work towards the elimination of misuse of waterways.

15.5 **Recreational Trail System**

In accordance with the Transportation policies of this Plan, the development of a recreational trail system shall be encouraged in a manner so as to provide a network of continuous links between residential, commercial, institutional and recreational areas.

The integration of the recreational trail system with a commuter trail system shall be encouraged.

15.6 **Development Within the Noise Restricted Area**

The use and development of lands designated "Major Open Space" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.

**Site Specific Policies**

15.7 **Sandy Beach Area**

Lands along the shore of Lake Superior, south of Chippewa Park, locally known as the Sandy Beach area, have historically been leased by the City to individuals for private cottage dwellings. However, it is the intent of Council, in all of its undertakings with respect to these lands, to preserve a public recreation option for that future time when it can be demonstrated that the lands are required for public use as a component of the Chippewa Park recreation facility.

It is the intention of Council that recognition of the existing land use in this area be restricted to only those lands under lease on July 26, 1982, and that no new development will be permitted. Any additions or renovations to existing structures must be undertaken in accordance with the terms detailed in the lease agreement.
Notwithstanding the above-noted long-term objective, and the fact that the lots do not conform to lot size standards generally required today, it is Council's intention to recognize and continue the existing land use in the intermediate term.
16. RURAL AREAS

Lands designated on Schedule "A" as "Rural" are intended to maintain their predominantly rural character. Residential development is to be very limited and consist only of single detached dwellings on large lots. Other uses related to the rural setting may be permitted, such as agricultural uses, riding and boarding stables, kennels, compatible outdoor recreational areas, veterinary clinics, and pits and quarries. Home occupations, neighbourhood commercial, minor institutional and recreational uses may also be permitted. Limited rural-related commercial and industrial activities may be permitted on a site specific basis.

16.1 Rural Area Objectives

It is Council's objective to:

a) limit the amount of residential development so as to preserve the rural character of the area and protect the natural environment;

b) ensure that the amount of new residential development does not necessitate the extension of municipal services into the rural area, nor unduly require increases to the level of service currently provided; and,

c) protect and encourage the retention of viable farm operations by minimizing land use conflicts between agricultural and non-agricultural uses.

16.2 Residential Development

Residential development on lots in areas designated as "Rural" may be permitted in accordance with the following considerations:

a) lots shall be not less than 2 hectares in area and have not less than 60 metres of frontage;

b) lots shall be serviced by a private well, in accordance with the applicable ground water standards, and an approved private sewage disposal system;

c) lots shall have frontage on an opened, travelled, and municipally maintained road; and,
d) all development shall have regard for the natural features of the site in order to retain as much of the rural character of the general area as possible. Every effort should be made to retain and preserve the natural vegetation on the lot.

16.3 Secondary Uses

Neighbourhood commercial, minor institutional and recreational uses with limited sewage servicing demands may be permitted on a site specific basis subject to an amendment to the Zoning By-law and in accordance with the policies of this Plan. Lots shall be serviced by a private well, in accordance with applicable ground water standards, and an approved private sewage disposal system. Uses that require large volumes of water and, therefore, could have negative impacts on surrounding wells, will not be permitted. Similarly, uses that could result in ground water or soil contamination will not be permitted. Lots shall have sufficient frontage and area, as defined by the Zoning By-law, to accommodate the use proposed. Lots shall be not less than 2 hectares in area and have not less than 90 metres of frontage.

16.4 Rural-Related Commercial and Industrial Activities

Small-scale rural-related commercial and industrial activities, such as the processing of agricultural products, the sale of farm supplies, and the sale and/or repair of farm equipment, may be permitted on a site specific basis, subject to an amendment to the Zoning By-law. Development will be limited to uses with minimal water requirements for their processing, cooling or equipment washing, and which do not discharge any waste water, except from auxiliary facilities such as a kitchen or washrooms.

16.5 Service Commercial Activities

In recognition of the presence of provincial highways and/or arterial roads in the "Rural" areas, "Service Commercial" uses in accordance with the policies of Chapter 19 of this Plan may be permitted on a site specific basis, subject to an amendment to the Zoning By-law.

16.6 Evaluation Criteria For Non-Residential Uses in Rural Areas

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit non-residential uses in the "Rural" land use designation:
a) the compatibility of the proposed development in terms of scale, mass and design with surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the site's ability to support a well and private sewage disposal system appropriate to the needs of the proposed use;

c) the water and waste water discharge requirements for the proposed use;

d) the availability of utilities to service the site;

e) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any proposed stormwater management system;

f) the provision of adequate outdoor amenity area;

g) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

h) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

i) the adequacy of the provincial and municipal transportation systems to accommodate any increased traffic flows, transit, and pedestrian needs;

j) any potential impacts of the proposed development on surrounding natural features and heritage resources;

k) the possibility of site contamination;

l) the potential for noise related impacts;

m) preference shall be given to sites adjacent to existing commercial and industrial uses;

n) the suitability of the proposed development in the "Rural" designation; and

o) the compliance of all development with the Minimum Distance Separation Formulae established by the Province.
16.7 Soil and Drainage Conditions

Development shall be permitted only where soil and drainage conditions are suitable to permit the proper siting of buildings, the installation of an approved private sewage disposal system, and the establishment of a private well adequate for the use intended.

16.8 Home Occupations

Council recognizes the importance of home occupations to the local economy and supports their establishment in the "Rural" designation, provided there are no adverse environmental, noise, odour, traffic, or visual impacts on adjacent properties or dwelling units.

The Zoning By-law shall contain regulations pertaining to home occupations; however, site specific amendments may be processed to permit a broader range of rural home occupations than allowed in the residential areas designations.

16.9 Agricultural Activities

Permitted agricultural activities may include the growth or production of forage crops, grain and feed crops, vegetables, dairy animals and dairy products, livestock for food production, bees and apiary products, nursery and greenhouse products, poultry and poultry products, horses, forestry and market gardening produce.

In an effort to prevent land use conflicts between livestock operations and other rural land uses, new livestock operations or expansions to existing livestock operations shall comply with the Minimum Distance Separation Formula II as established by the Province. Provisions requiring a minimum separation distance between any agricultural use and any new non-agricultural use will be incorporated in the Zoning By-law.

16.10 Extraction of Aggregate

Recognizing the potential of sand and gravel resources which exist within areas designated as "Rural", extraction of these aggregates shall be encouraged in accordance with the policies of this Plan and the provisions of the Zoning By-law.
16.11 Golf Courses

Golf courses existing on the effective date of this Plan are recognized; however, any future development of golf courses shall require an amendment to the Zoning By-law.

Site Specific Policies

16.12 Loch Lomond Road

Notwithstanding the Lot Creation policies of this Plan, regarding the maximum number of lots created from a parcel held under unity of ownership as of January 1st, 1978, the lands described as the South Half of Lot 20, Concession IV, S.K.R., being Part 1 on Reference Plan 55R-5531, may be severed into as many lots as the property can accommodate provided that the requirements of all other policies of this Plan are met.

16.13 South Side of Oliver Road – Additional Severance

Notwithstanding the Lot Creation policies of this Plan, one additional lot may be severed from the lands described as Part of Lot 1, Registered Plan 71; being Part 4 of Reference Plan 55R-5841, located on the south side of Oliver Road near Gratton Road, known municipally as 2897 Oliver Road, as held under unity of ownership on June 11, 2001.

Site Specific Amendments

OPA 2 East Side of Onion Lake Road – Additional Severance

Notwithstanding the Lot Creation policies of this Plan, one additional lot may be severed from the lands described as Part of Mining Location 23A, being Part 1, Reference Plan 55R-3177, located on the east side of Onion Lake Road, known municipally as 670 Onion Lake Road, as held under unity of ownership on February 18, 2002. (OPA 2 – Approved June 13, 2002)
OPA 5 West Side White Park Road – Additional Severance

Notwithstanding the Lot Creation policies of this Plan, one additional lot may be severed from the lands described as Part of the most southerly 137 acres of the Northeast subdivision of Section 29, known municipally as 321 and 343 White Park Road, as held under unity of ownership on September 16, 2002. (OPA 5 – Approved October 15, 2002)

OPA 7 Eastern End of Loch Lomond Road – Additional Severance

Notwithstanding the Lot Creation policies of this Plan, one additional lot may be severed from the lands described as the North Part of Lots 16 to 17, Part of Lots 18 to 19, Concession 6, S.K.R., located at the eastern end of Loch Lomond Road, known municipally as 1800 Loch Lomond Road, as held under unity of ownership on June 16, 2003. (OPA 7 – Approved June 16, 2003)

OPA 10 East Side of Mapleward Road – Retail Garden Centre

In addition to the uses permitted within the Rural designation, a Retail Garden Centre with an indoor retail sales area not exceeding an area of 6,000 square metres and not exceeding a floor area equivalent to forty percent (40%) of the growing area, whichever is lesser, as specifically defined in the City of Thunder Bay Zoning By-law, shall be permitted, on lands on the east side of Mapleward Road, described as Part of Section 24, Part of NE Section 25 and Part of the N½ of the NE ¼ of Mining Location 28, White's Survey, less Parts 1-4, Reference Plan 55R-11873, known municipally as 6488 Mapleward Road. (OPA 10 – Approved May 17, 2004)
17. RESIDENTIAL AREAS

Lands designated for residential use, shown generally on Schedule "A" and more specifically on Schedule "C", are intended to provide for housing and other land uses that are integral to, and supportive of, a residential environment. Housing may take many forms ranging in density and scale from single detached dwellings to high-rise apartment structures. To provide opportunities for the development of a broad range of residential uses that will satisfy housing requirements, and a range of lifestyles, three residential land use designations are established in this Plan. Areas designated as "Urban Residential", "Suburban Residential" and "Rural Residential", as shown on Schedule "C", are differentiated according to function, permitted uses, density and scale of development.

17.1 Residential Areas Objectives

It is Council's objective to:

a) provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types over the planning period;

b) support the provision of a choice of dwelling types according to location, size, cost, tenure, design and accessibility so that a broad range of housing requirements are satisfied;

c) support the development of residential facilities that meet the housing needs of persons requiring special care;

d) direct the expansion of residential development into appropriate areas according to availability of services, soil conditions, topographic features, and environmental constraints; and in a form which can be integrated with established land use patterns; and,

e) support the provision of services and amenities that enhance the quality of the residential environment.
17.2 **Compatibility**

Development shall occur in a manner that promotes compatibility between different uses and residential densities. Where land use compatibility is a concern, the Ministry of Environment land use compatibility guidelines will be consulted as part of any development review.

17.3 **Infrastructure**

Development will be supported by municipal infrastructure appropriate to the specific land use designation.

17.4 **Stability of Existing Low-Density Residential Areas**

New development should not substantially alter the residential amenity and character of existing low-density residential areas.

17.5 **Pedestrian and Vehicular Separation**

Separation of pedestrian and vehicular traffic shall be encouraged in the design of urban residential neighbourhoods to ensure convenient and safe pedestrian movement.

17.6 **Mobile Home Parks**

Mobile home parks existing on the effective date of this Plan are recognized; however, the establishment of new mobile home parks within the City will not be permitted.

17.7 **Secondary Uses**

Residential development is to be appropriately served by local convenience and neighbourhood shopping facilities, schools, parks, recreation facilities, and public transit.

A range of non-residential neighbourhood commercial, institutional and recreational uses, that are normally associated with a residential environment, shall be permitted within the various residential land use designations provided that these uses do not conflict or interfere with the use and enjoyment of these areas for residential purposes.
Non-residential uses, within residential land use designations, may include small-scale neighbourhood commercial uses, minor institutional uses and recreational uses including: variety stores; religious institutions; day care facilities; schools; libraries; fire halls; community police stations; nursing homes; home occupations; public recreation facilities; community centres; neighbourhood parks; utilities and services, and other uses that are normally related to and compatible with residential uses. Commercial greenhouses and nurseries, and personal farming may also be permitted in appropriate locations within the "Rural Residential" area.

While the convenience store is the most common form of neighbourhood commercial facility, uses like gas stations, bake shops, medical clinics, drugstores and dry-cleaning depots also provide convenience goods and services to surrounding residential areas. Offices and retail stores do not fall within the range of uses contemplated for inclusion in neighbourhood commercial facilities.

The timing and location for the construction of required community services such as schools, fire stations or community centres shall be determined as development proceeds and the size of the population warrants.

In areas outside the "Urban Area Limit," designated as "Suburban Residential" and "Rural Residential", non-residential uses shall have regard for the low density residential character of the surrounding area. Within these areas, the permitted types of commercial, institutional and recreational facilities will be limited to those appropriate to the service level available.

17.8 Evaluation Criteria for Non-Residential Uses in Residential Areas

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit new or expanded non-residential uses in residential areas:

a) the compatibility of the proposed development in terms of scale, mass and design with surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the availability of utilities, and sewer and water facilities to service the site consistent with the needs of the proposed use;
c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any proposed stormwater management system;

d) the provision of adequate outdoor amenity area;

e) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

f) the location of the development at or near the corner of two streets, one of which should be either an arterial or collector road;

g) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

h) the adequacy of the provincial and municipal transportation systems to accommodate any increased traffic flows, transit, and pedestrian needs;

i) the impact of traffic to and from the site on surrounding low density residential areas;

j) the availability of existing or planned public transit services;

k) the creation of links, for pedestrians and cyclists, to surrounding uses;

l) any potential impacts of the proposed development on surrounding natural features and heritage resources;

m) the possibility of site contamination;

n) the potential for noise related impacts;

o) the level of sun-shadowing on adjacent properties, particularly outdoor amenity areas;

p) the location of adjacent existing non-residential uses; and,

q) the supply of appropriately designated and/or zoned land in the area and throughout the City.
17.9 Home Occupations

Council recognizes the importance of home occupations to the local economy and supports their establishment in residential areas, provided the residential character of the neighbourhood is maintained.

A dwelling unit may be used for the purpose of a home occupation provided that the home occupation is a business activity which is clearly ancillary to the residential use of the property, is carried on entirely within the dwelling or a building accessory to the dwelling, and does not generate any noise, odour, traffic, or visual impacts that may have an adverse effect on adjacent properties or dwelling units.

The Zoning By-law shall contain regulations to limit the kinds of activities to be allowed as home occupations and shall establish standards regarding matters such as the maximum number of employees, scale of use, parking, exterior storage or display of goods, and signage.

17.10 Day Cares

A private home day care is a small-scale operation where five or fewer individuals are provided with temporary care in a private residence. Private home day care shall be permitted as a home occupation in all residential designations.

A day care facility is a use that provides temporary care and/or guidance to more than five individuals. Day care facilities may be permitted as non-residential uses in all residential designations.
URBAN RESIDENTIAL

Lands designated on Schedule "C" as "Urban Residential" are intended primarily for residential purposes, which include the full range of dwelling types and tenure, ranging from single detached dwellings to high-rise apartments. Non-residential uses permitted in "Urban Residential" areas include home occupations, neighbourhood commercial, minor institutional and recreational uses.

17.11 Urban Residential Objectives

It is Council's objective to:

a) provide suitable areas for residential uses as part of an orderly and desirable land use and servicing pattern;

b) provide residential communities with appropriate community and social services to meet the needs of the residents;

c) ensure that urban residential development occurs in a manner that results in the efficient provision of municipal services at the time of development; and,

d) enhance compatibility between dwelling types at different densities and minimize potential conflict between incompatible land uses.

17.12 Development Within Urban Residential Areas

It is intended that development within areas designated as "Urban Residential" be fully serviced by municipal water and sanitary sewers. However, it may be impractical to service certain areas within the "Urban Residential" designation and some areas may remain unserviced during the time frame of this Plan. In such areas, only limited development on private services will be permitted. In these areas, lot creation may only occur by consent, in accordance with the Lot Creation policies of this Plan.

New development shall proceed on the basis of economic efficiency with respect to the capital and operating costs of necessary physical and community services. In this regard, certain lands designated "Urban Residential" on Schedule "C" will
not be developed within the time frame of this Plan or until the extension of municipal services can be justified.

Areas designated as "Urban Residential" shall be comprised of residential communities. Each residential community shall be developed with a range of housing types, size, and tenure in order to provide accommodation for households of differing socio-economic characteristics.

17.13 Residential Densities

This Plan recognizes the following categories of residential density:

a) Low Density - Net site density does not exceed 25 units per hectare. Dwelling types that typically result in low density development include single detached and semi-detached dwellings.

b) Medium Density - Net site density of 26 to 100 units per hectare constitutes medium density development. Dwelling types that typically result in medium density development include three and four unit apartment dwellings, townhouses, and smaller walk-up type apartments, normally with on-grade parking or with some underground parking.

c) High Density - Net site density of 101 to 250 units per hectare constitutes high density development. Dwelling types that typically result in high density development include apartment dwellings with four or more storeys, normally with underground parking or a parking structure. Residential densities in excess of 150 units per hectare will normally be directed to areas within the "Downtown Core" land use designation.

For the purposes of this Plan, net site density means the number of dwelling units per hectare of net site area. Net site area means the area of an individual lot or ownership, exclusive of any road or public lands.

17.14 Evaluation Criteria for Medium and High Density Residential Development

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit new medium or high density residential development:
a) the compatibility of the proposed development in terms of scale, mass and design with surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the availability of utilities, and sewer and water facilities to service the site consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any stormwater management system;

d) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

e) the location of the development at or near the corner of two streets, one of which should be either an arterial or collector road;

f) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

g) the adequacy of the provincial and municipal transportation systems to accommodate any increased traffic flows, transit, and pedestrian needs;

h) the impact of traffic to and from the site on surrounding low density residential areas;

i) the availability of existing or planned public transit services;

j) the creation of links, for pedestrians and cyclists, to surrounding uses;

k) any potential impacts of the proposed development on surrounding natural features and heritage resources;

l) preference shall be given to medium or high density development that might result in the preservation of natural features that could otherwise be compromised with low-rise development;

m) the ability to take advantage of unique features of topography and view;

n) the possibility of site contamination;
o) the level of sun-shadowing on adjacent properties, particularly outdoor amenity areas;

p) the location of medium density development adjacent to high density residential development to enhance compatibility and to provide a transition to low density residential uses;

q) preference shall be given to sites adjacent to or near community facilities or services such as recreational, commercial and institutional uses;

r) preference shall be given to sites adjacent to existing medium or high density uses;

s) preference shall be given to sites within or near the periphery of the "Downtown Core" designation, particularly in instances where the residential development would form a component in a mixed-use development; and,

t) the supply of appropriately designated and/or zoned land in the area and throughout the City.

Locational considerations will be viewed as being most flexible in instances involving the development of special needs housing such as housing for senior citizens.

17.15 Community Plans

Areas considered appropriate for medium or high density residential development will be identified in Community Plans. The areas indicated in these plans are not to be considered all inclusive and subsequent proposals will be considered in accordance with the policies of this Plan.

17.16 Compatibility

In order to assess the compatibility and general appropriateness of proposals for medium or high density residential development, developers may be required to submit the following information, with the application for planning approval:

a) a detailed site plan which indicates (at the minimum) the location and dimensions of all proposed building(s), parking, vehicular circulation, open space, landscaping, and amenity space; and,
b) elevation drawings showing the height and bulk of the proposed building(s) in relation to existing abutting buildings.

17.17 Development Within the Noise Restricted Area

The use and development of lands designated "Urban Residential" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.

Site Specific Policies

17.18 West Parkdale Area

This Plan acknowledges that the western portions of the Parkdale Community Plan area may not have full urban services during the time frame of this Plan. Therefore, limited residential development at a suburban scale may be permitted along existing road frontages, where the extension of municipal piped water would not be required.

17.19 Hilldale Road between Highway 102 and Wardrope Avenue

Municipal water has been extended along Hilldale Road between Highway 102 and Wardrope Avenue. In order to recognize this level of servicing, suburban scale residential development shall be permitted along the existing road frontage, where the extension of municipal piped water would not be required.

17.20 Home Avenue between CPR and CNR Rights-of-Way

Development on the lands fronting on the unopened portion of Home Avenue bounded on the north by the CPR right-of-way and on the south by the CNR right-of-way, described as Lots 118 to 149, Registered Plan 379, shall only occur by an amendment to this Plan.

17.21 Registered Plan 180 (Stanley Park) and Registered Plan 185

Development within the area locally known as Stanley Park, described as Registered Plan 180 and the area known as Registered Plan 185, Blocks 1 to 8 shall develop at a full urban scale. Notwithstanding other policies in this Plan, development may proceed by plan of subdivision.
It is the intention of this Plan to allow for the construction of medium density housing on Blocks 1, 5, 6, 7, and 8, Registered Plan 185 to form a building barrier to attenuate outdoor noise for the balance of Registered Plan 185.

All new residential buildings within this area shall be set back 30 metres from the boundary of the Canadian National Railway right-of-way and 30 metres from the Canadian Pacific Railway right-of-way.

17.22 East Side of Simpson Street North – Garden Centre

In addition to the secondary uses permitted within the Residential Areas, a garden centre and display yard shall be permitted on the East Side of Simpson Street North on lands described as Lots 24 and 25, Block 22, Registered Plan W-57, known municipally as 806 Simpson Street North.
SUBURBAN RESIDENTIAL

Lands designated on Schedule "C" as "Suburban Residential" are intended to accommodate low density residential development, in the form of single detached dwellings on large lots. Secondary uses permitted in "Suburban Residential" areas include home occupations, neighbourhood commercial, minor institutional, and recreational uses. Existing commercial greenhouses, nurseries, and market gardens may be recognized as permitted uses in the Zoning By-law.

17.23 Suburban Residential Objectives

It is Council's objective to:

a) provide a low density form of residential development as an alternative living environment to urban settings;

b) provide for compatible non-residential uses to the level of municipal services available; and,

c) ensure orderly development of suburban lots.

17.24 Development Within Suburban Residential Areas

It is intended that areas designated as "Suburban Residential" will be serviced by municipal water and private sewage disposal systems.

Residential development in areas designated "Suburban Residential" may be permitted in accordance with the following considerations:

a) lots shall be not less than 1,850 square metres in area and have not less than 30 metres of frontage;

b) lots shall be serviced by municipal water and an approved private sewage disposal system;

c) lots shall have frontage on an opened, travelled, and municipally maintained road; and,

d) development shall not conflict with any other policy of this Plan.
Although it is the general intent of this Plan to encourage suburban scale residential development within this land use designation, residential development on lots not serviced by municipal water may be permitted in accordance with the following considerations:

a) lots shall be not less than 1.0 hectare in area and have not less than 60 metres of frontage;

b) lots shall be serviced by a private well, in accordance with the applicable ground water standards, and an approved private sewage disposal system;

c) lots shall have frontage on an opened, travelled, and municipally maintained road;

d) all development shall have regard for the natural features of the site in order to retain and preserve the natural vegetation on the lot; and,

e) development shall not conflict with any other policy of this Plan.

17.25 Stages of Development

In an effort to facilitate efficient development, a phased or staged approach to residential growth shall be adopted within "Suburban Residential" areas. To this end, the "Suburban Residential" designation is comprised of "Stage I" and "Stage II" areas.

"Stage I" areas are those where development has already occurred and/or where development will be directed, in the short to intermediate term. Generally, "Stage I" areas include developed areas, all plans of subdivision with either final or draft approval, as well as those plans currently on circulation.

Areas considered appropriate for suburban residential development, at some point in the future, are identified as "Stage II" areas. Lot creation, by plan of subdivision, will not be permitted within "Stage II" areas until it has been demonstrated that the development potential of all lands within "Stage I" areas represents no more than a five year supply.

17.26 Plans of Subdivision

The approval of larger plans of subdivision, within the "Suburban Residential" designation, shall be phased. Though draft approval may be granted to the entire
plan, final approval will be granted to a maximum of 25 lots at one time. Subsequent phases of the plan, which will also be limited to a maximum of 25 lots, may be granted final approval, provided that building permits have been issued for at least two-thirds of the lots within any previous phase or phases.

Plans of subdivision with draft approval will be required to progress to final approval within a reasonable time. Draft plan approval may be withdrawn where progress toward final approval is not evident.

In areas designated as "Suburban Residential" on Schedule "C", the provision of municipal water will be required as a condition of approval of plans of subdivision. The creation of lots not serviced by municipal water will be permitted only by consent.

17.27 Secondary Uses

Non-residential uses may be permitted in accordance with the policies of this Plan. Lots shall have sufficient frontage and area, as defined by the Zoning By-law, to accommodate the use proposed. The standards applied are to be at least equal to and may exceed those applied to residential development.

17.28 Service Commercial Activities

In recognition of the presence of provincial highways and/or arterial roads in the "Suburban Residential" areas, "Service Commercial" uses in accordance with the policies of Chapter 19 of this Plan may be permitted on a site specific basis, subject to an amendment to the Zoning By-law.

17.29 Development Within the Noise Restricted Area

The use and development of lands designated "Suburban Residential" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.
Site Specific Policies

17.30 South Side of Mountain Road – Condominium Development

A 25 unit plan of condominium with private servicing may be permitted on Part of the East Half of Lot 12, Concession III S.K.R., Less Part 1, Reference Plan 55R-5873.

Site Specific Amendments

OPA 1 North Side of Mountain Road – Condominium Development

A plan of condominium comprised of a maximum of 26 single detached dwellings and a common recreation building may be permitted on the north side of Mountain Road on land described as Part of the South Half of Lot 14, Concession II, S.K.R. (OPA 1 – Approved June 13, 2002)

OPA 8 East Side of Riverdale Road – Multiple Unit Development

Notwithstanding the Development policies of the "Suburban Residential" designation, up to three (3) dwelling units may be permitted in the building existing on January 19, 2004, on lands described as a Portion of Lot 17, Concession II, S.K.R. (OPA 8 – Approved January 19, 2004)
RURAL RESIDENTIAL

Lands designated on Schedule "C" as "Rural Residential" are intended to accommodate rural development appropriate to the smaller lots and the highly fragmented lot fabric associated with the older registered plans of subdivision, and to provide for this development at a scale consistent with the level of services available. These lands are intended to accommodate much of the City's rural residential development, in the form of single detached dwellings. Secondary uses permitted in "Rural Residential" areas include home occupations, minor institutional uses, small-scale neighbourhood commercial uses and recreational uses. Commercial greenhouses, nurseries, market gardens and personal farming may be permitted at appropriate locations. Pits and quarries may also be permitted, in accordance with the policies of this Plan.

17.31 Rural Residential Objectives

It is Council's objective to:

a) provide for rural residential development as an alternative living environment to the urban and suburban settings; and,

b) provide for compatible secondary uses appropriate to the level of municipal services available.

17.32 Development Within Rural Residential Areas

It is intended that rural residential development be directed to those areas designated as "Rural Residential."

Residential development in areas designated "Rural Residential," may be permitted in accordance with the following considerations:

a) lots shall be not less than 1.0 hectare in area and have not less than 60 metres of frontage;

b) lots shall be serviced by a private well, in accordance with the applicable ground water standards, and an approved private sewage disposal system;

c) lots shall have frontage on an opened, travelled, and municipally maintained road;
d) all development shall have regard for the natural features of the site in order to retain as much of the rural character of the general area as possible. Every effort should be made to retain and preserve the natural vegetation on the lot; and,

e) development shall not conflict with any other policy of this Plan.

17.33 Secondary Uses

Non-residential uses may be permitted, in accordance with the policies of this Plan, on lots serviced by a private well, in accordance with the applicable ground water standards, and an approved private sewage disposal system. Uses that require large volumes of water and, therefore, could have negative impacts on surrounding wells, will not be permitted. Similarly, uses that could result in ground water or soil contamination, will not be permitted. Lots shall have sufficient frontage and area, as defined by the Zoning By-law, to accommodate the use proposed. The standards applied are to be at least equal to and may exceed those applied to residential development.

17.34 Personal Farming

Personal farming may be permitted within the "Rural Residential" designation. In an effort to prevent land use conflicts between residential uses and personal farming activities, personal farming will be permitted only on lots not less than 2.0 hectares in area. Further, provisions requiring a minimum separation distance between any residential use and personal farming activities will be incorporated in the Zoning By-law.

17.35 Service Commercial Activities

In recognition of the presence of provincial highways and/or arterial roads in the "Rural Residential" areas, "Service Commercial" uses in accordance with the policies of Chapter 19 of this Plan may be permitted on a site specific basis, subject to an amendment to the Zoning By-law.

17.36 Extraction of Aggregate

The extraction of aggregate resources shall be permitted in accordance with the policies of this Plan and the provisions of the Zoning By-law.
Site Specific Policies

17.37 Oliver Road

Notwithstanding the Development and Lot Creation policies of this Plan, a lot described as Part 3, Reference Plan 55R-8523, Part of Mining Location 1, Herrick's Survey may be created with a minimum lot area of .88 hectares, and a frontage of 0 metres.

17.38 Goods and Spencer Road

Development of lands described as Lot 1, Registered Plan 757 shall be on lots not less than 8000 square metres in area and not less than 60 metres of frontage.
18. INSTITUTIONAL AREAS

Lands designated on Schedule "A" as "Major Institutional" are intended to be used predominantly for public or quasi-public purposes of a city or region-wide nature, such as hospitals, colleges and universities, senior citizen homes, correctional institutions, fairgrounds, cemeteries, major cultural facilities such as theatres, auditoriums, and other public institutional facilities and buildings. Uses within this designation are generally characterized by large areas of open space.

18.1 Institutional Area Objectives

It is Council's objective to:

a) ensure that major institutional uses are located and designed in such a way as to adequately serve the needs of the residents; and,

b) minimize any potential land use conflict that institutional uses may have with adjacent land uses.

18.2 Development Within Major Institutional Areas

All development within areas designated as "Major Institutional" shall be fully serviced by municipal water and sewage systems, with the exception of the cemeteries and the provincial correctional centre in the Neebing Ward, which is serviced by municipal water and a private sewage disposal system.

All institutional uses shall provide adequate ingress/egress and off-street parking, designed to minimize the danger to vehicular and pedestrian traffic in the immediate area.

Wherever possible, public transit routes shall be co-ordinated to serve lands within the "Major Institutional" designation.

The timing and location for the construction of required community services such as schools, fire stations or community centres shall be determined as development proceeds and the size of the population warrants.
18.3 Evaluation Criteria for Institutional Development

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit new institutional development or the expansion of existing institutional facilities:

a) the compatibility of the proposed development in terms of scale, mass and design with surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the availability of utilities, and sewer and water facilities to service the site consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any proposed stormwater management system;

d) the provision of adequate outdoor amenity area;

e) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

f) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

g) the adequacy of the provincial and municipal transportation systems to accommodate any increased traffic flows, transit, and pedestrian needs;

h) the impact of traffic to and from the site on low density residential areas;

i) the availability of existing or planned public transit services;

j) the creation of links, for pedestrians and cyclists, to surrounding uses;

k) any potential impacts of the proposed development on surrounding natural features and heritage resources;

l) the possibility of site contamination;
m) the level of sun-shadowing on adjacent properties, particularly outdoor amenity areas; and,

n) the location of adjacent existing institutional uses.

18.4 Development Within the Noise Restricted Area

The use and development of lands designated "Institutional" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.
19. COMMERCIAL AREAS

Lands designated for commercial use, shown generally on Schedule "A" and more specifically on Schedule "D" are intended to be used for retail or wholesale activities, public and private office uses, service-related functions, cultural and entertainment facilities, as well as community service facilities.

In an effort to provide for the efficient distribution of goods and services, five commercial designations are established in this Plan. Areas designated as "Downtown Core", "Regional Commercial", "Community Commercial", "Service Commercial" and "Mixed-Use Waterfront Commercial" are differentiated according to function, permitted uses, density and scale of development.

19.1 Commercial Area Objectives

It is Council's objective to:

a) encourage the maintenance and appropriate expansion of commercial/service sector activity through the adoption of a clear hierarchy of commercial areas and related policies;

b) promote the orderly distribution of commercial uses so as to best satisfy the needs of all customers;

c) minimize the impact of commercial development on adjacent land uses and on the traffic carrying capacity of adjacent roads;

d) promote aesthetically pleasing forms of commercial development; and,

e) provide sufficient land at appropriate locations to meet the need for commercial development.

19.2 Concentrated Commercial Development

Council recognizes the value of concentrated commercial development and shall encourage offices and service commercial uses to locate in planned commercial centres.
19.3 **Retail Hierarchy**

For the purposes of this Plan, the retail hierarchy shall be viewed as the way retail systems and structures are organized to provide goods and services to their customers. Generally, there are a small number of large commercial centres and a larger number of smaller commercial centres within the retail hierarchy. The City's retail hierarchy will be viewed as being intact so long as goods and services are provided efficiently and equitably within the City.

19.4 **Evaluation Criteria for Commercial Development**

Any application for planning approval to permit the development of a new commercial facility, or the expansion of an existing facility, shall be accompanied by supporting analyses justifying the project.

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit new commercial development or the expansion of existing commercial facilities:

a) the compatibility of the proposed development in terms of scale, mass and design with surrounding land uses, and the likely impact of the proposed development on present and future uses in the area;

b) the availability of utilities, and sewer and water facilities to service the site consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any proposed stormwater management system;

d) the provision of adequate outdoor amenity area;

e) the provision of on-site landscaping, fencing, planting, and other measures to lessen any impact the proposed development may have on adjacent uses;

f) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

g) the adequacy of the provincial and municipal transportation systems to accommodate any increased traffic flows, transit, and pedestrian needs;
h) the impact of traffic to and from the site on low density residential areas;

i) the availability of existing or planned public transit services;

j) the creation of links, for pedestrians and cyclists, to surrounding uses;

k) any potential impacts of the proposed development on surrounding natural features and heritage resources;

l) the possibility of site contamination;

m) the potential for noise related impacts;

n) the location of adjacent existing commercial uses; and,

o) the supply of appropriately designated and/or zoned land in the area and throughout the City.

19.5 Market and Economic Impact Analysis

Market impact and economic impact information may be required, in addition to the matters noted above, to support applications for planning approval to permit larger retail developments or significant expansions of existing retail uses.

Market impact analysis will generally be required to address the following concerns:

a) the impact the proposed development will have on other retail stores in the City;

b) the affect of these anticipated impacts on other retail stores, on the commercial areas in which these other stores are located; and,

c) the anticipated impacts on the City's retail hierarchy.

Economic impact analysis will generally be required to address the following concerns:

a) the anticipated costs to the City for the provision of services resulting from the proposed development;
b) the anticipated impacts on municipal revenues; and,

c) the number of jobs expected to be created as a result of the proposed development, the number of jobs expected to be lost, and the net change to employment in the City, as a result of the proposed development.

Market impact analysis and economic impact analysis will not generally be required for development proposals within the "Downtown Core" land use designation or development proposals having a gross leasable area of less than 2,800 square metres. However, the City reserves the right to request this type of analysis in any situation where it is considered necessary to support a development proposal.

The City and the developer will jointly choose the market/economic impact analyst to undertake required studies, and the developer will be responsible for all costs related to the preparation of the required studies.

19.6 Gross Leasable Area

For the purpose of this Plan, "gross leasable area" means the total floor area of a building, measured from the exterior faces of the exterior walls, designed for the occupancy and exclusive use of the owner and/or tenant, including basements, mezzanines and upper floors.

19.7 Floor Space Index

For the purpose of this Plan, "floor space index" means the total gross floor area of a building(s) including basements, mezzanines and all stories, measured from the exterior faces of the exterior walls, divided by the area of the lot.

19.8 Big Box Stores

This Plan recognizes the ongoing evolution of retailing and the current trend toward stores with larger floor areas. These larger stores, often referred to as "big-box" stores, will be restricted to commercial areas and will be directed, to the fullest extent possible, to lands within the "Regional Commercial" designation.

19.9 Site Plan Control

In an effort to ensure the appropriate layout and design of commercial areas, and to promote a high standard with respect to aesthetics, new developments and
significant additions to existing uses within commercial areas may be made subject to Site Plan Control. Site Plan Control is viewed as being particularly important in areas designated as "Regional Commercial," "Community Commercial," "Service Commercial" and "Mixed-Use Waterfront Commercial."


**DOWNTOWN CORE**

*Lands designated as "Downtown Core" on Schedule "D" consist of the City’s two traditional downtown cores and adjacent areas. It is intended that these two areas will continue to provide a full range of commercial, institutional, recreational, and residential uses. Generally, these areas shall function as places of symbolic and physical interest for all residents and visitors to the City and as focal points for entertainment, social and cultural pursuits.*

*The traditional downtown core areas are viewed as significant assets, important to the City as a whole.*

*The lands designated as "Downtown Core" include not only the downtown commercial cores, but also adjacent areas considered appropriate for the possible expansion of core area functions.*

**19.10 Downtown Core Objectives**

It is Council's objective to:

a) maintain and enhance the downtown areas as unique focal points of activity, interest and identity for residents and visitors through the provision of the fullest range of urban functions and amenities; and,

b) strengthen the role of the traditional downtown areas through the integration of the existing retail and service commercial uses with other uses such as housing, social services, recreational opportunities, cultural activities and events, and government uses.

**19.11 Development Within the Downtown Core**

All development within the "Downtown Core" designation shall take place on full municipal sewer and water services.

**19.12 Residential Development**

Residential uses are recognized and encouraged within the "Downtown Core" designation. Council shall encourage the location of high density residential development and integrated commercial/residential development on lands designated as "Downtown Core" in accordance with the policies of this Plan.
The presence of stable residential enclaves within the "Downtown Core" land use designation is recognized. Changes from residential to non-residential uses shall proceed in a logical manner. Applications to amend the Zoning By-law to permit non-residential uses shall be reviewed carefully to ensure land use compatibility.

19.13 Office Development

Lands within the "Downtown Core" designation are viewed as the preferred location for office development.

19.14 Pedestrians

Council shall reinforce a pedestrian orientation in the cores through the provision of off-street parking facilities, adequate sidewalks, and strategically located transit stops and pedestrian crossings. Selective through traffic restrictions, plus aesthetic street and sidewalk improvements shall also be considered.

19.15 Parking

Residential uses within the "Downtown Core" designation will be required to provide adequate off-street parking and loading facilities. Both the public and private sectors may participate in the provision of parking areas for non-residential uses.

19.16 Public Open Space

The provision of public open space, in the form of active and passive parks, is recognized as an essential component within the "Downtown Core" designation for the enjoyment of workers, residents, and visitors to the City. In this regard, Council shall develop all existing parks and open space areas to their fullest potential and shall consider the provision of additional public open space within the "Downtown Core" designation.

19.17 Retail and Service Commercial Activities

Council recognizes that retail and service commercial activities are vital to the strength and viability of the lands designated "Downtown Core." In this regard, Council shall encourage the expansion and consolidation of activities that support the existing retail and service commercial functions.
19.18 Existing Industries

Where land use compatibility issues are associated with existing industries located within the "Downtown Core" designation, these industries will be encouraged to relocate to more suitable areas in the City.

19.19 North Core

In recognition of the evolving role of the North Core, Council shall endeavour to support all appropriate public and private initiatives which reinforce the general office uses, service-related uses and tourism functions that enhance this area's orientation to the Lake Superior waterfront or otherwise enhance the area's commercial activities.

19.20 South Core

In recognition of the evolving role of the South Core, Council shall endeavour to support all appropriate public and private initiatives which reinforce the government and general office uses, service-related uses and tourism functions that enhance this area's orientation to the Kaministiquia River or otherwise enhance the area's commercial activities.
REGIONAL COMMERCIAL

Lands designated as "Regional Commercial" on Schedule "D" are intended to accommodate a broad range and a significant amount of commercial use. Collectively, the uses within the "Regional Commercial" designation will serve the whole of the City and the surrounding region.

19.21 Regional Commercial Objectives

It is Council's objective to:

a) provide for the development of a large commercial area intended to serve both the City and region; and,

b) control the type and pace of development so as to afford a level of protection to the City's retail hierarchy.

19.22 Development Within Regional Commercial Areas

Uses permitted within the "Regional Commercial" designation may include, but shall not be limited to, a broad range of retail stores, entertainment facilities and service establishments.

It is intended that there be only one regional commercial area within the City and that this area be located in the area locally known as the "Intercity" area.

Development within the "Regional Commercial" designation may take a variety of forms including both planned and unrelated developments oriented toward major arterial routes, traditional shopping centres, and power centres.

It is intended that development occur in such a way that a high degree of accessibility is provided to the developing site and ease of movement throughout the area is maintained.

19.23 Office Development

As lands within the "Downtown Core" area are viewed as a preferred location for office uses, applications for planning approval to permit offices within the "Regional Commercial" designation, beyond the extent to which they are currently permitted, will not be supported.
19.24 Floor Space Index

To encourage an appropriate level of density within the "Regional Commercial" designation, new development should not generally exceed a floor space index of 0.27.

19.25 Industrial Development

Lands within the "Regional Commercial" land use designation include all lands considered necessary to accommodate commercial development into the foreseeable future. It is recognized that it may be many years before market forces support commercial development on all lands within this designation. Therefore, until such time as commercial development occurs, light industrial uses will be permitted.

Efforts are to be made to ensure that any new light industrial development within the "Regional Commercial" designation will be appropriately designed and buffered so as to not create a land use conflict with any sensitive land use or existing or potential commercial use.
COMMUNITY COMMERCIAL

Lands designated as "Community Commercial" on Schedule "D" are intended to accommodate a broad range of retail and service commercial uses. These commercial areas are intended to be at a scale and in locations appropriate to conveniently serve residential areas or communities within the City.

19.26 Community Commercial Objective

It is Council's objective to:

a) provide for an appropriate range of retail and service commercial uses at locations to appropriately serve all areas within the City.

19.27 Development Within Community Commercial Areas

Uses permitted within the "Community Commercial" designation may include, but shall not be limited to, a broad range of retail stores, entertainment facilities and service establishments.

Community commercial development may take the form of a traditional planned shopping centre, typically anchored by a department store(s) or supermarket, and surrounded by parking. The "Community Commercial" designation is also applied to older commercial areas, adjacent to established residential areas, where unrelated commercial uses are oriented toward collector or arterial roads.

19.28 Office Development

As lands within the "Downtown Core" area are viewed as a preferred location for office uses, applications for planning approval to permit offices beyond the extent to which they are currently permitted, within the "Community Commercial" designation, where development takes the form of a planned shopping centre, will not be supported.

19.29 Floor Space Index

New development, within the "Community Commercial" land use designation, that takes the form of a planned shopping centre, should not generally exceed a floor space index of 0.27.
19.30 Residential Development

Residential development may be permitted within the "Community Commercial" designation where it is applied to older commercial areas, where unrelated commercial uses are oriented toward collector or arterial roads. However, in an effort to support the pedestrian orientation of these areas, residential uses will be encouraged to locate on the upper floors of buildings. At least that portion of the ground floor facing the street will generally be required to accommodate a retail store or other non-residential use.
SERVICE COMMERCIAL

Lands designated as "Service Commercial" on Schedule "D" are intended to accommodate commercial uses that, for the most part, are not well suited to a traditional planned shopping centre format.

19.33 Service Commercial Objectives

It is Council's objective to:

a) recognize and allow for existing commercial strip developments;

b) encourage the infilling and consolidation of permitted uses within the existing limits of commercial strip developments; and,

c) ensure that permitted uses are appropriate to the level of municipal services available.

19.34 Development Within Service Commercial Areas

The "Service Commercial" designation identifies groups of commercial, or service commercial uses which rely on roadside exposure and business from the travelling public related to established public highways or arterial roads or have special site or building requirements which make them unsuitable for inclusion in a planned shopping centre format.

Permitted uses may include, but shall not be limited to, motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automotive sales and service establishments, building supply outlets, furniture showrooms, places of amusement and recreational uses.

19.35 Office Development

As lands within the "Downtown Core" area are viewed as a preferred location for office uses, applications for planning approval to permit offices within the "Service Commercial" designation, beyond the extent to which they are currently permitted, will not be supported.
19.36 Retail Stores

In recognition of the strong market support and the nature of existing land uses, retail stores will be permitted within the "Service Commercial" land use designation, along Algoma Street, Memorial Avenue and May Street, from the North Core to the South Core. Elsewhere within the "Service Commercial" designation, applications for planning approval to permit retail stores, beyond the extent to which they are currently permitted, will not be supported.

19.37 Food Stores

Food stores will be directed to locate within areas designated "Downtown Core," "Regional Commercial," and "Community Commercial." Applications for planning approval to permit food stores within the "Service Commercial" designation, beyond the extent to which they are currently permitted, will not be supported.

19.38 Residential Development

Notwithstanding the uses generally permitted within areas designated as "Service Commercial," multiple unit residential development may be permitted within the "Service Commercial" designation on North Cumberland Street. The development of such residential uses shall require amendment to the Zoning By-law and will be evaluated in accordance with the applicable policies of this Plan.

19.39 Commercial Nodes and Clusters

Council shall encourage the consolidation of existing and proposed "Service Commercial" areas into nodes or clusters. Such nodes or clusters shall be developed in accordance with good urban design principles with common internal traffic circulation, common ingress and egress for traffic, and access to arterial roads, wherever possible, by service lanes or collector roads.

19.40 Development Beyond the "Urban Area Limit"

The "Service Commercial" designation applies to certain commercial areas beyond the "Urban Area Limit." In addition, certain "Service Commercial" type uses may be permitted along provincial highways and/or arterial roads in the "Rural," "Rural Residential," and "Suburban Residential" areas in accordance with the policies of Chapters 16 and 17 and Section 19.4 of this Plan. In such instances, the range of permitted uses will be limited to those appropriate to the
level of municipal services available. Uses that require large volumes of water and, therefore, could have negative impacts on surrounding wells, will not be permitted. Similarly, uses that could result in ground water or soil contamination, if not served by municipal sewers, will not be permitted.

A private well, in accordance with applicable ground water standards shall service commercial sites not serviced by municipal water. Any private well established must be proven to be adequate for the use intended, to the satisfaction of the Chief Building Official.

Commercial development not serviced by sanitary sewer shall be permitted only where soil and drainage conditions are suitable to permit the proper siting of buildings and the installation of an approved private sewage disposal system.

19.41 Development Within the Noise Restricted Area

The use and development of lands designated "Service Commercial" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.

Site Specific Policies

19.42 South Side of Arthur Street East of the 15th Side Road

Development on the lands on the south side of Arthur Street, east of the 15th Side Road, described as Part of Lots 12, 13 and 14, Concession III, N.K.R., being Part 1 on Reference Plan 55R-9631, shall proceed by a plan of subdivision. The developer will be required to enter into Development Agreements with the City in order to provide all necessary municipal services.

19.43 West Side of Balmoral Street Between the Harbour Expressway and the McIntyre River

Development on the west side of Balmoral Street between the Harbour Expressway and the McIntyre River, described as Block F and D, Registered Plan 852, shall be subject to the following:

a) buildings shall be architecturally designed to complement existing buildings and the surrounding area; and,
b) Site Plan Control Agreements shall be required for all new developments.
MIXED-USE WATERFRONT COMMERCIAL

Lands designated as “Mixed-Use Waterfront Commercial” on Schedule "D" are intended to function as focal points for future waterfront initiatives and community activities, and allow for the development of waterfront-related commercial uses, residential uses, recreational opportunities and entertainment facilities.

19.43 Mixed-Use Waterfront Commercial Objectives

It is Council’s objective to:

a) support the transition of selected waterfront lands from heavy industrial uses to a mix of other uses and activities that will help to draw people to the waterfront;

b) create focal points for a variety of community activities, serving as catalysts for further development; and,

c) increase the public presence along the waterfront by encouraging residential uses in appropriate waterfront areas.

19.44 Development Within Mixed-Use Waterfront Commercial Areas

A broad range of uses will be permitted within the "Mixed-Use Waterfront Commercial" land use designation including retail stores, entertainment facilities, restaurants, convention centres, recreational uses, marinas, marine supply and repair establishments, boat rental establishments, recreational vehicle parks, cultural facilities, and personal and business services. Sensitive land uses, such as residential developments, hotels, motels, and community centres, are also permitted in appropriate locations where land use compatibility concerns are adequately addressed.

It is intended that development within the "Mixed-Use Waterfront Commercial" designation will have strong connections with developments within the "Downtown Core" areas.

The range of permitted uses within areas designated "Mixed-Use Waterfront Commercial" will be sensitive to the uses existing and permitted in the surrounding areas. As noted elsewhere in this Plan, existing waterfront
developments are valued and are not to be undermined by the introduction of new uses that may create land use conflicts.

It is preferable that the development of lands within the "Mixed-Use Waterfront Commercial" designation be phased in order to complement existing commercial and recreational uses and encourage the concentration of similar facilities.

Development shall be planned to facilitate efficient public transit service within "Mixed-Use Waterfront Commercial" areas.

The development of lands within the "Mixed-Use Waterfront Commercial" designation is to be appropriate to the level of municipal services available.

19.45 Residential Development

Residential development, and particularly medium and high density residential development, will be permitted at appropriate waterfront locations within the "Mixed-Use Waterfront Commercial" designation where municipal water and sewer services are available and issues including soil conditions, lot grading and drainage, accessibility, land use compatibility, and impacts on the natural environment are appropriately addressed.

19.46 Compatibility

Compatibility among the various permitted uses will be addressed through the careful application of zoning, which will restrict the range of uses allowed at any one location.

Land use compatibility shall be promoted through the use of Site Plan Control and the requirement for appropriate separation distances between potentially conflicting uses. Building design, the orientation of uses, and the use of berms and fences may all be employed to promote land use compatibility.

19.47 Public Access

Public access to the waterfront will be enhanced, to the fullest extent practical, within the "Mixed-Use Waterfront Commercial" land use designation. The creation of walkways and pedestrian connections to the waterfront and between adjacent uses, will be important in the design of any development.
19.48 Landscaping

A high standard with respect to landscaping will be promoted within this land use designation. Attractive and appropriate lighting will be required to ensure visibility and safety in all public areas. The screening of all utilities and other facilities that are incompatible with an attractive waterfront environment will be encouraged.

19.49 Natural Heritage Features

Natural heritage features along the waterfront are valued assets within the "Mixed-Use Waterfront Commercial" land use designation. All development will have regard for the natural environment and will strive to enhance this environment to the fullest extent practical.

19.50 Industrial Development

Lands within the "Mixed-Use Waterfront Commercial" land use designation include all lands considered necessary to accommodate commercial development into the foreseeable future. It is recognized that it may be many years before market forces support the development of the uses envisioned within the "Mixed-Use Waterfront Commercial" designation on Mission and McKellar Islands. Therefore, until such time as this type of development occurs, a limited range of light industrial uses may be permitted.
20. INDUSTRIAL AREAS

Lands designated for industrial use shown generally on Schedule "A" and more specifically on Schedule "E" are intended to be used for a broad range of manufacturing uses, warehousing, assembly, fabricating, processing of goods and raw materials, public utility functions, transportation and communication facilities and uses ancillary to the foregoing. In addition, certain commercial, community and recreational uses, such as wholesale outlets, showrooms, banks, offices, restaurants, fraternal organizations and athletic clubs may be permitted in industrial areas, in accordance with the policies of this Plan.

In order to recognize the needs of existing and future industry and to address concerns regarding land use compatibility; four industrial designations are established in this Plan. The "Heavy Industrial," "Light Industrial," "Business Park" and "Utilities" land use designations are differentiated on the basis of the range of permitted uses or industrial processes, the potential impacts these uses or processes have on adjacent areas, and the scale and intensity of development.

20.1 Industrial Area Objectives

It is Council's objective to:

a) provide sufficient industrial land in appropriate locations to meet the diverse requirements of industries locating or relocating within the City, including an adequate supply of available serviced land and an allowance for sufficient choice in terms of servicing requirements, property size, and location;

b) co-ordinate development to minimize any potential conflicts between industrial and non-industrial land uses and between uses within industrial areas themselves;

c) have regard for all environmental concerns in the development of industrial areas;

d) encourage industrial uses to locate in industrial parks;

e) encourage an efficient utilization of land within industrial areas; and,
f) promote an aesthetically pleasing form of industrial development along major road entrances to the City.

20.2 Supply of Industrial Land

The City shall participate in the supply of industrial land required to meet the anticipated demands of industries expanding or locating in Thunder Bay. The City may also consider, as the need arises, other incentives which could be used to attract industrial development to the City.

20.3 Industrial Traffic

Industrial areas shall be designed to discourage the flow of industrial traffic into or through residential areas. Truck traffic shall be encouraged to use the appropriate collector and arterial road system.

20.4 Noxious Uses

Certain industrial uses may prove to be or cause a nuisance to the public. Examples of such activities include refining coal oil, soap boiling, tallow melting, the slaughtering of animals and the manufacturing of glue. No use or activity shall be permitted within industrial areas which is considered unacceptably noxious or which is prohibited by by-law.

20.5 Commercial Development

Commercial uses suitable for location in industrial areas may be permitted, provided that the commercial use provides a service to and is of benefit to the area, or has similar requirements or characteristics to the industries in or permitted in the area and further, that the development of such commercial uses will not prevent the satisfactory development of industrial uses in the area in which it is to be located.

20.6 Office Development

As lands within the "Downtown Core" area are viewed as a preferred location for office uses, applications for planning approval to permit offices within lands designated for industrial purposes, beyond the extent to which they are currently permitted, will not be supported.
20.7 Retail Stores

As retail stores are to be directed to lands within the various commercial land use
designations, applications for planning approval to permit retail stores within
lands designated for industrial purposes, beyond the extent to which they are
currently permitted, will not be supported.

20.8 Residential Development

Residential uses shall not be permitted in any industrial area. However, a
dwelling for an essential worker or caretaker and their family, may be permitted
by an amendment to the Zoning By-law, where it can be demonstrated that the
worker or caretaker is required to live on-site.

20.9 Evaluation Criteria for Industrial Development

The following issues, among other matters, shall be considered when evaluating
applications for planning approval to permit new industrial development or the
expansion of existing industrial facilities:

a) the compatibility of the proposed development with surrounding land uses,
   and the likely impact of the proposed development on present and future
   uses in the area;

b) the availability of utilities and sewer and water facilities to service the site
   consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and
   topography for accommodating the proposed use and the adequacy of any
   proposed stormwater management system;

d) the provision of adequate outdoor amenity area;

e) the provision of on-site landscaping, fencing, planting, and other measures
   to lessen any impact the proposed development may have on adjacent
   uses;

f) the provision of adequate ingress/egress, off-street parking and loading
   facilities, and safe and convenient vehicular circulation;
Industrial development in areas without full municipal services will be limited to uses with minimal water requirements for their processing, cooling or equipment washing, and which do not discharge any waste water, except from auxiliary facilities such as a kitchen or washrooms.

Industrial development not serviced by sanitary sewer shall be permitted only where soil and drainage conditions are suitable to permit the proper siting of buildings and the installation of an approved private sewage disposal system.

A private well, in accordance with applicable ground water standards shall service industrial sites not serviced by municipal water. Any private well established must be proven to be adequate for the use intended, to the satisfaction of the Chief Building Official.
20.11 Buffering

Adequate setback and/or buffer areas shall be provided between industrial uses and adjacent non-industrial areas, as specified in the Zoning By-law.

20.12 Separation Distances

Industrial development proposals shall have regard to the minimum separation distance principles and guidelines established by the Province, in order to minimize the exposure of sensitive land uses to potential adverse effects associated with industrial activities.

20.13 Existing Industries Outside Designated Areas

Existing industries located outside areas designated for industrial use will be encouraged to relocate to more appropriate locations within properly designated industrial areas. The long term objective is to achieve development consistent with the land use designation specified in this Plan. Expansion of such industries shall only be permitted if the general amenity of the surrounding area is not adversely affected.

20.14 Rehabilitation and Renovation

In established industrial areas, the rehabilitation and renovation of older industrial buildings for new industrial uses which are compatible with surrounding land uses will be encouraged. The rehabilitation or replacement of functionally obsolete industrial buildings, and the relocation of incompatible uses to more appropriate locations, will be supported.
HEAVY INDUSTRIAL

Lands designated as "Heavy Industrial" on Schedule "E" are intended to accommodate large scale industrial operations such as grain elevators and paper mills, which may be considered offensive and detrimental to the amenity of other uses. Industries which require special services or large amounts of water or generate large amounts of waste shall only be permitted in "Heavy Industrial" areas. Other permitted uses may include rail and railway facilities, salvage yards, open storage facilities and transportation terminals.

20.15 Heavy Industrial Objectives

It is Council's objective to:

a) promote a strong industrial base and diversified economy in the City by ensuring that sufficient lands are designated for heavy industrial use and that sufficient choice is available in terms of location, property size, access requirements and servicing needs;

b) recognize the significant capital investment and long-term commitment represented by existing heavy industrial uses within the City; and,

c) support the continuation of heavy industrial development, at appropriate locations, along the waterfront.

20.16 Development Within Heavy Industrial Areas

Uses permitted within the "Heavy Industrial" designation may include a broad range of industrial uses involved in the processing, treatment, storage, shipment or manufacture of goods and materials. In addition, a range of commercial, community, recreational, and service uses may be permitted. Applications for planning approval to permit retail stores and/or offices, beyond the extent to which they are currently permitted, will not be supported.

Areas designated as "Heavy Industrial" will, in most cases, be located where there is access to arterial roads, railways or waterways, and where industrial traffic will be directed away from residential areas. Certain industrial uses within the "Heavy Industrial" designation, including industries requiring large amounts of open storage and those with nuisance aspects relating to their operations, may be
restricted, through the Zoning By-law, from locating near residential areas or along major entryways to the City.

20.17 Development in Clusters

In an effort to minimize land use conflicts among heavy industrial uses, uses having similar characteristics will be encouraged to develop in clusters or on adjacent properties and may be required to locate an appropriate distance from incompatible uses.

20.18 Waste Disposal

Disposal of waste and related landfill activities may be permitted within the "Heavy Industrial" designation, as an accessory use to the main use, provided the following conditions are met:

a) waste must be generated and disposed of on the same site;

b) disposal of waste must not hinder the normal operation and development of adjacent industrial uses; and,

c) a Certificate of Approval must be obtained from the Ministry of the Environment prior to any on-site disposal to ensure that all environmental concerns are met.

20.19 Transportation Facilities

Lands designated as "Heavy Industrial" adjacent to the harbour, waterways and railways are intended for those industries benefiting most from these facilities. In this regard, the City may participate with the Thunder Bay Harbour Commission, and other public agencies or private landowners, to facilitate the proper development of such industrial lands.

20.20 Heavy Industrial Development on the Waterfront

The "Heavy Industrial" land use designation will apply only to those waterfront lands where heavy industrial development is considered appropriate in the long term.
LIGHT INDUSTRIAL

Lands designated as "Light Industrial" on Schedule "E" are intended to accommodate industrial uses, with operations that are generally of a manufacturing, assembly, repair, storage or wholesale nature, which are conducted substantially within enclosed buildings, and are without the offensive characteristics of heavy industrial uses.

20.21 Light Industrial Objectives

It is Council's objective to:

a) promote a strong industrial base and diversified economy in the City by ensuring that sufficient lands are designated for light industrial use and that sufficient choice is available in terms of location, property size, access requirements and servicing needs; and,

b) provide for the development and use of light industrial lands for a range of industrial activities which are likely to have a minimal impact on surrounding uses.

20.22 Development Within Light Industrial Areas

Uses permitted within the "Light Industrial" designation may include a limited range of industrial uses involved in the processing, treatment, storage, shipment or manufacture of goods and materials. The operations of permitted industrial uses should be conducted substantially within enclosed buildings. In addition, a range of commercial, community, recreational, and service uses may be permitted. Applications for planning approval to permit retail stores and/or offices, beyond the extent to which they are currently permitted, will not be supported.

It is intended that the development and use of lands within the "Light Industrial" designation will be limited to a range of uses that exclude the more noxious industrial uses. Uses having similar characteristics will be encouraged to develop in clusters or on adjacent properties and where practical, a gradation of uses may be encouraged so that those industries likely to have the least impact on neighbouring uses are directed to areas adjacent to other forms of development.
Areas designated as "Light Industrial" will, in most cases, be located where there is access to arterial roads, railways, and/or airport facilities, and where industrial traffic will be directed away from residential areas.

20.23 Current River Industrial Lands

City owned lands located in the far northeastern portion of the City, between Strathcona Avenue and the Thunder Bay Expressway are designated as "Light Industrial." These lands are known locally as the "Current River Industrial Lands." In recognition of the relative distances separating portions of the "Current River Industrial Lands" from any sensitive uses, and given the proximity of heavy industrial uses, a broader range of industrial uses than is normally permitted within the "Light Industrial" designation may be permitted within this area, subject to an amendment to the Zoning By-law.

20.24 McKellar Island

The interior portion of McKellar Island is designated as "Light Industrial" notwithstanding the long term intent to support a variety of uses on these lands which would complement the uses within the "Mixed-Use Waterfront Commercial" designation along the western shoreline of the Island. It is intended that this industrial development be limited to those uses that typically do not involve extraordinary capital investments, thus facilitating the eventual reuse of the area for non-industrial uses.

20.25 Development Within the Noise Restricted Area

The use and development of lands designated "Light Industrial" within the "Noise Restricted Area" shall conform with the Noise, Vibration and Emissions policies of this Plan.
BUSINESS PARK

Lands designated as "Business Park" on Schedule "E" are intended to accommodate a limited range of industrial uses within a well planned and highly co-ordinated environment. This designation will be applied to large land areas possessing a high visual profile. Lands within the "Business Park" designation will be required to adhere to the highest development standards of any industrial category.

20.26 Business Park Objective

It is Council's objective to:

a) promote a strong industrial base and diversified economy in the City by ensuring that sufficient lands are designated for industrial uses which require prestigious park-like settings on lands with high visual exposure and high design standards.

20.27 Development Within Business Park Areas

Uses permitted within the "Business Park" designation may include a limited range of industrial uses. The operations of permitted industrial uses should be conducted substantially within enclosed buildings. In addition, a range of commercial, community, recreational, and service uses may be permitted. Applications for planning approval to permit retail stores and/or offices will not be supported.

The types of uses encouraged to locate within lands designated as "Business Park" shall include, but not be limited to: wood industry secondary processing, university/college related activities, pollution abatement controls/procedures, mining services, metal product fabricating, consumer electronics, plastics fabricating, printing, regional warehousing, medical/geriatric care support, and tourism related functions.

Developments favoured within the "Business Park" designation will be those that possess the following attributes:

a) involve significant capital investment;

b) optimize the use of the site;
c) possess considerable architectural and design merit;

d) result in a net increase in employment within the City;

e) bring a new type of industry to the City or assist in the diversification of the local economy;

f) support the expansion and growth of existing business;

g) involve one of the target sector activities noted above or provide a service to other firms within the industrial park; and,

h) act as a catalyst for the development of the industrial park.

All development within the "Business Park" designation will take place on municipal water and sanitary sewer services.

20.32 Site Plan Control

Developments within the "Business Park" designation will be subject to site development and landscaping guidelines, building design guidelines and will generally be made subject to Site Plan Control.

When reviewing development proposals, the bulk and scale of buildings, and the extent to which their orientation, form, and siting contribute to the efficient functioning and aesthetics of the industrial park will be carefully examined.

20.33 Landscaping

Particular emphasis will be placed on landscaped open space requirements within the "Business Park" designation.

20.34 Outdoor Storage

Industrial uses requiring outside storage will be restricted to the interior of the "Business Park" areas. Outside storage will be prohibited on frontage lots and specific screening regulations may be imposed on interior lots.
Site Specific Policies

20.35 West Side of Golf Links Road Between Central Avenue and Oliver Road; and the South Side of Oliver Road Between Golf Links Road and the Thunder Bay Expressway

Existing residential uses may be permitted along the west side of Golf Links Road, between Central Avenue and Oliver Road; and along the south side of Oliver Road between Golf Links Road and the Thunder Bay Expressway. Development within these areas shall occur in such a way so as to ensure land use compatibility with these residential uses.
UTILITIES

Lands designated as "Utilities" on Schedule "E" are intended for those uses which require sizeable areas of land such as sanitary sewage treatment facilities, electric power generating stations and main transformer stations, private industrial waste treatment facilities, and sanitary landfill sites. Other utilities and services not designated on Schedule "A" or Schedule "E" shall be regarded as complementary uses to other land use designations.

20.36 Utilities Objectives

It is Council's objective to:

a) provide adequate and appropriate areas for public and private utility and service facilities;

b) enhance compatibility between utility and service facilities and abutting land uses; and,

c) minimize any negative impact that a utility or service may have on the natural environment.

20.37 Development of Utilities

The development of utilities shall involve consultation and/or co-ordination with the appropriate public and private agencies in order to serve the current and future needs of the City while minimizing any adverse impact these services may have on existing development or the natural environment.

Utility lines and other facilities required to serve the public shall be installed in an efficient and economical manner with minimal disruption to existing land uses.

20.38 Compatibility

Compatibility of uses on lands designated as "Utilities" with surrounding land uses shall be enhanced by appropriate setback requirements, on-site berming, fencing or other landscaping features.
20.39 Sanitary Landfill Site

The Sanitary Landfill Site contained in the "Utilities" designation on Schedule "A" shall be the location for major solid waste disposal for the City. Management of this site shall be guided by the following principles:

a) every effort should be made to minimize adverse impacts on the natural environment;

b) where possible, it is intended that any portion of the site not being used for landfill purposes be leased to those engaged in agricultural pursuits; and,

c) should portions of the landfill site reach maximum capacity, rehabilitation work shall be undertaken to preserve the environmental and visual amenity of the surrounding land uses.

Land set aside for the landfill site has a capacity that exceeds the life span of this Plan. The portion of the site currently being used for disposal is subject to a Certificate of Approval issued by the Ministry of Environment. The City has commenced and will continue the required planning to extend the land area covered by the existing Certificate of Approval.

No new sanitary landfill site shall be permitted without an amendment to this Plan.
21. AIRPORT

The "Airport" land use designation applies to those lands under the control of the Thunder Bay International Airports Authority Inc. and a number of adjoining properties. The use and development of lands designated as "Airport" shall support the safe and efficient operation of the Thunder Bay International Airport. The predominant use of lands within this designation, certainly with respect to importance, shall be those directly associated with the operation of the Thunder Bay International Airport, including runways and taxiways, the terminal building, the air traffic control tower, and other aviation support facilities. Other uses permitted within the "Airport" designation will include a range of commercial and light industrial uses.

21.1 Airport Objectives

It is Council's objective to:

a) protect and enhance the ability of the Thunder Bay International Airport to provide passenger and cargo flight operations;

b) recognize the economic importance of the Thunder Bay International Airport to the City and region; and,

c) facilitate the development of a range of land uses that support or are compatible with the operation of the airport.

21.2 Development Within Airport Areas

It is a policy of this Plan to facilitate the use and development of the lands designated as "Airport" in a manner consistent with the Master Plan for the Thunder Bay International Airport.

It is recognized that it is both appropriate and important to the operation of the Thunder Bay International Airport that, in addition to uses directly related to the operation of the airport, a range of commercial and light industrial uses be permitted within the "Airport" designation. Commercial and industrial uses permitted within the "Airport" designation include uses that are not directly related to the operation of the airport.
The Zoning By-law will permit uses directly related to the operation of the Thunder Bay International Airport. Office uses will be permitted within the airport terminal building. However, as lands within the "Downtown Core" area are viewed as a preferred location for office uses, office uses beyond the airport terminal building are not permitted. Retail stores will be permitted within the airport terminal building. However, as retail stores are to be directed to lands within the various commercial land use designations, retail stores beyond the airport terminal building are not permitted.

Other commercial and light industrial uses, not directly related to the operation of the airport, will be permitted subject to an amendment to the Zoning By-law.

The use and development of lands designated "Airport" shall conform with the appropriate Noise, Vibration and Emissions policies of this Plan.

21.3 Evaluation Criteria for Airport Development

The following issues, among other matters, shall be considered when evaluating applications for planning approval to permit development within the "Airport" designation:

a) the compatibility of the proposed development with the airport, its associated facilities and surrounding land uses;

b) the availability of utilities and sewer and water facilities to service the site consistent with the needs of the proposed use;

c) the suitability of the site in terms of drainage, soil conditions and topography for accommodating the proposed use and the adequacy of any proposed stormwater management system;

d) the provision of adequate outdoor amenity area;

e) the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;

f) any potential impacts of the proposed development on surrounding natural features;

g) the possibility of site contamination; and,
h) consistency with the Master Plan for the Thunder Bay International Airport.

### 21.4 Development Without Full Municipal Services

Development without full municipal services will be limited to uses with minimal water requirements for their processing, cooling or equipment washing, and which do not discharge any waste water, except from auxiliary facilities such as a kitchen or washrooms.

Development not serviced by sanitary sewer shall be permitted only where soil and drainage conditions are suitable to permit the proper siting of buildings and the installation of an approved private sewage disposal system.

A private well, in accordance with applicable ground water standards shall service development not serviced by municipal water. Any private well established must be proven to be adequate for the use intended, to the satisfaction of the Chief Building Official.
22. IMPLEMENTATION

The following policies are intended to provide guidance in the interpretation and implementation of the objectives, policies, figures and schedules of this Plan.

22.1 Implementation

The objectives, policies, figures, and schedules in this document, and amendments to this document, as may be made from time to time, shall be implemented through the powers conferred upon the City by the Planning Act, the Municipal Act, and other applicable provincial statutes.

In the event that an undertaking subject to the Environmental Assessment Act is to be carried out in conjunction with the implementation of this Plan or an amendment thereof, the necessary approval shall be obtained under the Environmental Assessment Act, prior to proceeding with the undertaking.

Notwithstanding the designations on the land use schedules, it is recognized that some areas of land use may not require zoning for these long term designations for some time to come. In such areas, the Zoning By-law may recognize existing land uses until such time as services are installed and developments consistent with the long term designations are appropriate.

22.2 Interpretation

The Council of the City of Thunder Bay, with the advice of staff, shall be responsible for interpretation of the text, figures and schedules contained within this Plan.

This document has been prepared as a policy guide for the long range planning of the City. It is intended to be flexible in nature. The text represents broad concepts and the land use designations shown on the schedules to this Plan represent relationships rather than strict and absolute conditions. Accordingly, unless specifically provided for in the text of the Plan, and so long as the overall intent is maintained:

a) land use designations shall be considered as representing predominant land uses, and shall not preclude small pockets of other land uses consistent with the pertinent policies of this Plan;
b) boundary lines, unless coinciding with specific major facilities, such as roads, rivers or railways, shall be construed as representing relationships between land uses rather than exact geographic locations;

c) numbers and quantities shall generally be considered as approximate rather than absolute; however, consideration shall be given to the intent of the policy in which the number or quantity is quoted, and it shall be determined that the intent is not compromised, before any variance is granted from the number or quantity quoted; and,

d) uses mentioned under definitions in each of the land use categories should not be considered all inclusive. They are used to illustrate the general intent of the policy.

Indication of municipal services or facilities in this Plan shall not be construed as a commitment by the City to construct or provide such services within a certain time frame. Rather, such commitments shall be subject to the decisions of Council in its annual Capital Budget deliberations.

All references to the Planning Act are based on the Planning Act, R.S.O., 1990.

22.3 Public Participation

The importance of public input, as a necessary component of any effective planning exercise, is acknowledged.

The City shall develop a public participation program as part of any review of this Plan or the preparation or review of any Community Plan. Public participation programs will be designed to increase public awareness and encourage active public involvement in the planning process.

Planning policies and reports will be made available to the public to encourage continuing public awareness and input into the process.

22.4 Urban Forest Enhancement

This Plan acknowledges the significant contribution made by street trees and forested park areas to the aesthetic quality of the urban environment.
The City shall enhance its urban forests by:

a) completing and maintaining an inventory of street trees;

b) increasing the stock of trees through tree planting programs;

c) encouraging tree planting by others;

d) adhering to high standards of maintenance and replacement;

e) diversifying the variety of new trees;

f) replacing trees affected by disease; and,

g) encouraging developers to retain existing trees wherever practical.

22.5 **Urban Design and Landscaping Guidelines**

Urban Design and Landscaping Guidelines are a means of providing detailed direction for the implementation of Official Plan objectives and policies. All development will be encouraged to have regard for these guidelines. These guidelines will be of particular value in the development and evaluation of Site Plan Control Agreements.

To provide the public and developers with a clear indication of the City’s expectations with respect to urban development, it is the intent of Council that Urban Design and Landscaping Guidelines shall be prepared and employed to assist in the implementation of this Plan. Guideline documents shall elaborate upon the implementation of policies that have general application to the control of development. Such documents do not form part of the Official Plan and are not to be regarded as having Official Plan status.

Council shall adopt Urban Design and Landscaping Guidelines to provide detailed direction for the implementation of Official Plan policies. Urban Design and Landscaping Guidelines will be initiated by Council and may contain policies, standards, and performance criteria that are either too detailed, or require more flexibility, in interpretation or implementation, than the Official Plan would allow. Depending on the nature of the guideline document, they may provide specific direction for the preparation and review of development proposals, the identification of conditions to development approval, or the planning of improvements to public services and facilities.
Urban Design and Landscaping Guidelines will be adopted by resolution of Council. Development proposals shall be reviewed to determine their conformity with the provisions of any applicable guideline document and conditions may be imposed upon the approval of the development. A change, reduction, or waiver of the provisions of a guideline document may be allowed if it is determined that such action is warranted and the general intent of the Official Plan will be maintained.

The preparation of Urban Design and Landscaping Guidelines will include provisions to encourage input from agencies, associations and individuals that have an interest in the subject matter. Before adopting Urban Design and Landscaping Guidelines, Council will hold a public meeting to provide information and seek input from interested parties.

### 22.6 Site Plan Control

The Site Plan Control process enables the City to guide development in an orderly and efficient manner, and to improve the overall appearance and quality of development. It also provides for the appropriate treatment of features such as landscaping, parking, grading, drainage, lighting, fencing, buffering and screening, and allows the City to enter into legal and binding agreements with owners/developers to ensure that these matters are addressed.

Site Plan Control shall be employed to achieve the following objectives:

a) to ensure the conveyance of easements required by the City or public utility;

b) to ensure appropriate grading or alteration in elevation or contour of the land and provision for the disposal of storm or surface water;

c) to ensure that the massing, conceptual design and bulk of development is generally compatible with adjacent buildings, uses and the natural landscape;

d) to ensure an efficient pedestrian and vehicular traffic flow;

e) to ensure adequate storage facilities, loading facilities, garbage disposal areas, parking areas and driveways are provided in an appropriate manner and location so as not to impede traffic flow and to facilitate, to the fullest extent practical and possible, a positive visual effect; and,
f) to ensure the appropriate use of lighting, walls, fences, hedges, trees, shrubs or other ground cover or facilities for the landscaping of lands to enhance land use compatibility and to facilitate, to the fullest extent practical and possible, a safe and visually pleasing environment.

To achieve these objectives, the matters addressed through Site Plan Control may include, but are not necessarily limited to:

a) road widening requirements;

b) location, design and construction of vehicular and pedestrian access points;

c) location, design and construction of off-street parking and loading facilities;

d) facilities for on-site pedestrian and vehicular circulation and access to buildings and structures;

e) location, design and construction of on-site exterior lighting, signage, landscaping, buffering, fencing, outdoor storage, and garbage disposal facilities;

f) servicing and grading of lands;

g) provisions for stormwater drainage;

h) location, design and construction of outdoor recreation and amenity areas;

i) location, massing, and conceptual design of buildings and structures;

j) measures to minimize any loss of sunlight and privacy to adjacent properties;

k) noise attenuation; and,

l) easements.

It is intended that all lands in the City be designated as a proposed Site Plan Control Area. Council may, by by-law, designate any or all areas within any land use designation in the City as Site Plan Control Areas. Any and all land uses may
be made subject to Site Plan Control provisions. However, minor additions, alterations, and renovations to existing buildings or structures will not generally be subject to Site Plan Control.

Highly visible or significant locations, heavily traveled arterial routes, designated tourist routes, major points of entry into the City such as Highways 11/17, 61, and 102, and parts of the waterfront will be priority areas for the application of Site Plan Control.

As a condition of approval of plans and drawings, the City may require the owners to provide to the satisfaction of, and at no expense to the City, information pertaining to any or all of the items listed within the relevant sections of the Planning Act.

As a condition of approval of plans and drawings, the City may require the owners of land to provide, at no expense to the City, lands for road widening sufficient to achieve the protected right-of-way width. All dedications may be taken equally on either side of the existing road centre line, where possible, out to the limits of the protected right-of-way.

The City may require that the owners of land subject to Site Plan Control enter into one or more agreements to ensure the provision of the required works and facilities, as well as the maintenance thereof, to the satisfaction of the City and at the sole risk and expense of the owner. Site Plan Control Agreements shall be registered against the title of land to which they apply.

Where a Site Plan Control By-law is in effect, approval of site plans, and completion of agreements shall be required prior to issuance of building permits.

### 22.7 Lot Creation

Subdivision and consent processes pursuant to the Planning Act shall be employed by Council to implement this Plan. When reviewing proposed plans of subdivision and severance applications, Council, or its agents, shall have regard for, and ensure that, such plans and severance applications comply with the provisions of this Plan.

Lots created in areas serviced by municipal water but not municipal sanitary sewers, shall be not less than 1,850 square metres in area and have not less than 30 metres of frontage, where soils have good septic sewage capabilities. Where
soils are of a poorer nature or the water table is high, lots of a larger area shall be required.

With the exception of lands designated as "Rural" on Schedule "A", lots created in areas not serviced by municipal water or sanitary sewers shall be not less than 1.0 hectare in area and have not less than 60 metres of frontage, where soils have good septic sewage capabilities. Where soils are of a poorer nature or the water table is high, lots of a larger area shall be required.

Within areas designated as "Rural" on Schedule "A", lots created shall be not less than 2 hectares in area and have not less than 60 metres of frontage.

With the exception of lands designated as "Rural" and "Rural Residential" on Schedule "A" and Schedule "C", the creation of lots may proceed either by plan of subdivision or by consent to sever, in accordance with the policies of this Plan. Within areas designated as "Rural" and "Rural Residential," the creation of lots may proceed only by consent.

When reviewing proposed plans of subdivision and severance applications the Minimum Distance Separation Formulae, established by the Province, will be reviewed to ensure an appropriate separation distance between the proposed development and livestock facilities.

### 22.8 The Creation of Lots by Consent  (OPA 12 – Approved Feb. 21, 2005)

The creation of lots by consent may be permitted where the following conditions are met:

- **a)** in areas designated as "Rural," not more than three lots or parcels (being two new lots and one residual lot) are created from a parcel held under unity of ownership as of January 1st, 1978;

- **b)** both the severed and retained lots shall have frontage on an existing, opened, travelled and municipally maintained road;

- **c)** no extension of sanitary or storm sewer, or municipal piped water service is required;

- **d)** the level of development being proposed will not be detrimental to the area as a whole with respect to existing services such as hydro and telephone;
e) it has been demonstrated by the applicant that the creation of the proposed lots would not jeopardize, in any way, the proper and logical development of the retained lands and surrounding properties;

f) both the severed and retained lots shall be serviced by a private well, in accordance with the applicable ground water standards, on any lands not serviced by municipal piped water;

g) approval for a private sewage disposal system, for all severed and retained lots, shall be a condition of consent on any lands not serviced by municipal sanitary sewers; and,

h) the severance is justified; taking into account all other matters to be considered under the Planning Act, this Plan, the Zoning By-law and otherwise.

As a condition of consent to sever lands, the City may require that an applicant enter into a Development Agreement to provide such features as storm sewers, sidewalks, road paving, curb and gutter, the burial of wires and/or any other services considered appropriate by the commenting departments and agencies.

22.9 Deleted by OPA 12 – Approved February 21, 2005

22.10 The Creation of Lots by Plan of Subdivision

The creation of lots by plan of subdivision shall normally proceed in a manner that addresses the potential of the entire parcel or holding and surrounding lands.

Council may require that studies or reports dealing with particular or unique features of the development be submitted with an application for draft approval of a plan of subdivision. Lot grading and drainage plans may be required as a condition of any lot creation.

In areas not serviced by municipal sanitary sewers, a soils report shall be required for all subdivision proposals. The report shall provide information pertaining to soil classification, permeability, grain size distribution, percolation time, location of water table, surface drainage patterns and contours. The report shall comment on the suitability of lots for private sewage disposal systems, as well as the capability of the soils to support buildings, structures and municipal services. The
report shall be prepared in accordance with the Ministry of the Environment guidelines and shall be submitted with the application for draft approval of the plan of subdivision.

Subdivision design shall have regard for the natural features of the site, including topography, vegetation, soil and drainage characteristics.

22.11 Road Widenings and Easements

The City may require the deeding of lands for roads and road widenings and/or the granting of any easement required for services such as telephone, hydro, natural gas, or surface drainage as a condition of approval of plans of subdivision, condominium and consents.

22.12 Parkland Dedication

In accordance with the Planning Act, the City may require land to be conveyed for park or other public recreation purpose, as a condition of approval of any plan of subdivision, plan of condominium, consent or in any development or redevelopment of lands.

In the case of commercial or industrial development or redevelopment, the amount of land required to be conveyed shall not exceed two (2) percent of the total land area. In the case of all other development or redevelopment, the amount of land required to be conveyed shall not exceed five (5) percent of the total land area. Land so conveyed must be acceptable to the City.

As an alternative to requiring the conveyance of land in the manner described above, in the case of residential subdivisions, condominiums, developments or redevelopments, the City may require that land be conveyed for park or other public recreation purpose at a rate of one (1) hectare for each 300 dwelling units proposed.

The City may require cash-in-lieu of parkland where sufficient parkland already exists in a given location, where the prescribed land dedication is too small to be useful, or for any other reason as may be determined from time to time. Payments of cash-in-lieu of parkland for any particular development shall not be construed to imply that expenditures from the Parks Reserve Fund will take place in the immediate vicinity of the development.
The method of determining the amount of payment to be accepted in lieu of parkland dedication shall be in accordance with the Planning Act.

Where new development is proposed on a site, part of which has physical or environmental hazards such as flooding, then such hazard lands may not necessarily be accepted as part of the required dedication.

### 22.13 Non-Conforming Uses and Undersized Lots of Record

Existing land uses which are not in keeping with the intent of this Plan shall generally be encouraged to relocate or redevelop. It is generally intended that, over time, all land uses will conform with this Plan.

Extensions, enlargements, or reconstruction of either lands, buildings or structures that are non-conforming uses will be considered by Council, or by the Committee of Adjustment, in the following instances:

a) where specific, unique, and severe hardship exists as a result of the provisions of the Plan; and,

b) where initiatives or developments will result in the betterment of existing situations respecting noise, vibration, fumes, smoke, dust, odour, traffic, or parking problems.

Such extensions, enlargements, or rebuilding shall have regard for the following:

a) the proposal shall not unduly aggravate the situation created by the existence of the use;

b) the proposal shall not substantially alter the nature of the existing land use, unless the direction of such alteration is to a use more closely in conformity with this Plan; and,

c) the proposal shall not significantly alter the scale of the existing activities.

Undersized lots of record, as defined in the implementing Zoning By-law, may be recognized. In this regard, notwithstanding any minimum lot area requirement, this Plan supports the enlargement of undersized lots of record, provided the lot enlargement does not result in the creation of any additional undersized lot(s).
22.14 Zoning By-laws

Zoning By-laws, pursuant to the Planning Act, shall be employed to implement this Plan.

Zoning By-laws may be amended in order to recognize amendments to this Plan which may occur from time to time.

Site specific Zoning By-law amendments in force and effect prior to the adoption of this Plan shall be deemed to conform to this Plan.

22.15 Holding Provisions

To provide a range of regulatory mechanisms for the purpose of implementing the objectives of this Plan and to specifically control what might otherwise be premature development, it is a policy of this Plan that, in accordance with the Planning Act, Council may, through the use of a holding symbol (H) in conjunction with any land use designation in the Zoning By-law, specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development. Any land within the City, whether developed or undeveloped, may be made subject to holding provisions.

The holding symbol (H) shall be utilized as a means to:

a) identify the future intended use of lands;

b) ensure appropriate phasing of development or redevelopment;

c) defer development until such time as the necessary services, facilities and/or improvements are in place to adequately serve the subject land;

d) protect specific natural features or sensitive areas from adverse impacts; and/or,

e) ensure that specific environmental concerns including soil contamination have been addressed prior to development.

The use of lands subject to a holding symbol shall be limited to those uses specified in the implementing Zoning By-law. These uses shall generally be limited to those legally existing at the time of passing of the By-law containing
the holding symbol but in certain instances, an appropriately limited range of additional uses may be permitted. The holding symbol shall not, however, prevent the construction of accessory buildings, minor building alterations, or additions.

A holding symbol (H) may be applied on the basis of one or more of the following considerations:

a) where municipal infrastructure or community support services have been determined to be insufficient to serve the proposed development;

b) where transportation facilities have been determined to be inadequate relative to the proposed land use;

c) where development is contingent upon other related matters occurring first, such as the consolidation of land ownership to ensure orderly development and phasing of the project, or the execution of agreements relating to the provision of infrastructure;

d) where soil contamination or other environmental constraints must be appropriately addressed prior to development;

e) where potential impacts on the natural environment must be appropriately addressed prior to development; or,

f) where it has been determined that the completion of studies or plans which address environmental, economic or other technical concerns are necessary prior to development.

The holding symbol may be removed from all or part of a property in accordance with the Planning Act, once an applicant has satisfied the City with respect to all matters relating to the placement of the holding symbol.

22.16 Temporary Use By-laws

Council may pass a By-law to permit the temporary use of any land, building or structure, for a use, which is otherwise prohibited by the Zoning By-law, whether or not the use conforms to the Official Plan, without an amendment to this Plan.

A By-law to permit the temporary use of any land, building or structure, may be considered under one or more of the following circumstances:
a) when a use is intended to exist for only a limited period of time;

b) when a use must be monitored for a temporary period of time prior to it being considered for permanent zoning;

c) when it is considered appropriate to facilitate the use of an existing building until the redevelopment or re-use of the building, for a use permitted by this Plan, is warranted by future market conditions; and,

d) when a use can exist for a temporary period of time within an area that is the subject of a land use study, without influencing the outcome of that study.

Prior to the passing of a Temporary Use By-law, Council must be satisfied that:

a) the site can adequately accommodate the proposed use, considering such matters as site layout, building design, parking, traffic circulation, access, landscaping and servicing;

b) the use will be compatible with, and not adversely affect, any surrounding land uses or the natural environment; and,

c) the use will not prejudice the future development or redevelopment of the subject lands and the surrounding area.

The Temporary Use By-law shall:

a) define the specific area affected;

b) establish all necessary regulations; and,

c) establish an expiry date, which in the case of a By-law authorizing the temporary use of a garden suite shall be a period of time of not more than ten (10) years from the date of the passing of the By-law, and in all other cases shall be a period of time of not more than three (3) years from the date of the passing of the By-law.

The Temporary Use By-law may include requirements to reinstate land, buildings, structures or uses to those in effect prior to the implementation of the Temporary Use By-law.
Council may extend a Temporary Use By-law beyond the expiry date, provided such an extension would not jeopardize the long term development intention for the subject lands or area, as specified in the Official Plan.

Upon the expiry of the time period authorized by the Temporary Use By-law, the use of land, buildings or structures that were permitted under such By-law shall cease to exist and cannot be considered as non-conforming uses.

22.17 Interim Control By-laws

Where Council has, by by-law or resolution, directed that a land use study be undertaken for all or part of the City, Council may pass an Interim Control By-law restricting the use of land, buildings or structures within defined area(s), for a limited period of time while the study is being carried out.

The period of time an Interim Control By-law is in effect shall not normally exceed one year from the date of its passing. Council may extend the term of an Interim Control By-law, such that the total time it is in effect is two (2) years, if the time required to complete the associated land use study justifies the extension. Council, when considering a proposal to enact an Interim Control By-law prohibiting the use of lands, shall require:

a) planning justification which demonstrates the need to carry out the area based plan or study(s); and,

b) that any required area based plan or study(s) can be carried out expeditiously.

The Interim Control By-law shall specify the uses to which the affected land, buildings or structures may be put during the time the Interim Control By-law is in effect.

Where an Interim Control By-law ceases to be in effect, Council may not for a period of three (3) years pass a further Interim Control By-law that applies to any lands to which the original Interim Control By-law applied.

22.18 Hardship

Council may encounter situations where it is desirable to approve amendments to the Official Plan and Zoning By-law or issue other planning approvals that are not supported in all respects by the policies of this Plan.
Council may consider the granting of planning approvals in order to give relief to unique, extreme and unnecessary hardship in the following situations:

a) where legal questions respecting title are being resolved;

b) where a longstanding land use, building or structure that has been shown to be uneconomical and unreasonable to relocate has been, or is being, encircled by different, more recent development which predominates and dictates the Official Plan designation of the area;

c) where a longstanding, structurally sound building no longer serving its original purpose is not realistically capable of being converted into a use appropriate to that particular designation; and,

d) where a longstanding, structurally sound building no longer servicing its original purpose, can accommodate other land uses appropriate to that particular area, except that the normal yard, coverage, parking, or other provisions normally expected and required cannot be fully satisfied.

Council shall, when acting under this section, consider and make provision in its decisions for the following:

a) that the proposed Zoning By-law amendment or other planning approval relates only to the existing building, structure, or land use;

b) that the particular characteristics of the proposal are fully examined, and do not include activities or impacts that would be noxious or hazardous, or that would aggravate and disrupt the predominant land use;

c) that neighbouring uses will be protected against nuisances caused by the proposed use by planting, screening, fencing, or whatever other measures can be readily and logically applied; and,

d) that municipal services are adequate to accommodate the proposed use.

22.19 Development Charges

The City shall apply "development charges," in accordance with the Development Charges Act, to finance the provision of services within the City.
22.20 Property Standards By-law

The City shall maintain its Property Standards By-law to prescribe standards for properties in the City.

22.21 Senior Government Programs

The City shall continue to utilize all senior government programs available, which assist in revitalization, neighbourhood improvement and rehabilitation, where considered appropriate.

22.22 Boards and Committees

Council shall encourage those boards and committees which are under its jurisdiction to have regard for the policies of this Plan.

22.23 Guidelines for Review, Amendment and Monitoring

Any change to the figures, schedules or text of this Plan will require a formal amendment to the Plan, processed in accordance with the requirements of the Planning Act.

In addition to reviewing the specifics associated with proposed amendments, Council will have regard for any economic considerations.

A special meeting of Council will be held at least once every five years, to consider changes required to this Plan.

The City shall monitor and review this document and, where it is found to be desirable, due to changing economic, social, or technical situations, or where additional research has established more appropriate provisions, shall amend the Plan accordingly.
### 23. COMMUNITY PLANS

Community Plans are detailed plans, prepared at a neighbourhood or community scale. They are prepared where it has been determined that this Plan's general policies directing City-wide growth and development require further detail to address specific issues in an individual neighbourhood or planning area.

#### 23.1 Community Plan Objectives

It is Council's Objective to:

a) support the preparation of Community Plans, prior to development or re-development, where they are considered necessary to guide the development of an area and ensure its orderly growth.

#### 23.2 Community Plan Policies

Identifiable neighbourhood boundaries, physical features, and the dominant land use patterns will be considered when establishing the boundaries for Community Plan areas.

Community Plans will address issues at a level of detail sufficient to guide development within the area affected, and may include, but shall not limited to the following:

a) a statement of objectives for the physical development of the planning area that address environmental, social and economic considerations;

b) policies regarding specific issues with respect to the provision of housing, open space and recreational opportunities, and community services and facilities;

c) policies regarding the form and intensity of lands uses within the planning area;

d) policies addressing issues associated with the phasing of development or re-development;

e) policies addressing the transportation network within the planning area and its relationship to the City's overall transportation network;
f) policies regarding the provision of infrastructure, including, but not limited to, municipal water, sanitary and storm sewers, sidewalks, curb and gutter, electricity, telephone, and the various other utilities; and,

g) policies regarding the protection of natural heritage features;

Community Plans may contain a more detailed classification of land use designation than used on a City-wide basis.

Unless noted otherwise, Community Plan policies are intended to provide additional direction and guidance with respect to development within the specific planning area, and should be read in conjunction with all other policies of this Plan.

Community Plans shall take the form of, and be adopted as, amendments to this Plan.

It is recognized that the Community Plans forming part of this Plan have been incorporated from the previous City of Thunder Bay Official Plan mostly unchanged. These Community Plans may not fully conform to the Provincial Policy Statement and as a result, will be reviewed and updated as expeditiously as possible. In the interim, in reviewing any matter requiring a planning approval within a Community Plan area, the City shall have regard to the Provincial Policy Statement as well as the policies of this Plan.
24. PARKDALE COMMUNITY PLAN

The following policies and schedule entitled "Schedule 'A' – Parkdale Community Plan" shall constitute the provisions of the Parkdale Community Plan. The purpose of the Parkdale Community Plan is to provide a framework for the phasing and location of future development of the Parkdale area.

24.1 Development Objectives

The overall objectives for the development of Parkdale are as follows:

(a) To create an attractive residential community by preserving and enhancing the natural features of the area.

(b) To develop a safe and efficient system of roads and public transportation which provides ease of movement between and within neighbourhoods.

(c) Provide a transportation system which will allow for convenient automobile transit and pedestrian circulation.

(d) To develop an integrated parks and open space system to serve the active and passive recreational needs of the Community.

(e) To provide for the establishment of adequate commercial facilities through a system of convenience, neighbourhood and community shopping facilities.

(f) To develop a land use pattern which minimizes conflict between incompatible uses.

(g) To provide a land use pattern which provides opportunities for and integrates a full range of housing types, densities and tenures that will meet the physical requirements and financial capabilities of every household unit.

(h) To maintain and enhance the present character of existing dwelling units.

(i) To maximize the use of all municipal services and to develop a scheme which will see a logical progression of services.
(j) To provide sufficient flexibility in the Community Plan to accommodate reasonable changes in circumstances affecting the development of the Parkdale area.

24.2 Housing and Population Projections

Development of Parkdale will proceed at a full urban scale with the exception of those areas which are currently designated "Suburban Residential" in the Thunder Bay Official Plan.

The gross density of development (includes all forms of land use residential, commercial, open space, institutional etc.) is expected to be in the range of 15 residential units per hectare (6 units per acre).

Based on the density of 15 units per hectare it is estimated that approximately 10,200 units could be developed on the 680 hectares of vacant urban residential land (less the large open space reserve) in the Parkdale planning area. It is anticipated that approximately 6,700 of those units will be situated in areas designated for medium low to high density residential development. An estimated 3,500 units are expected to be developed in areas designated for low density residential development. Approximately 200 new suburban residential units could be developed in the areas designated "Suburban" along with the 100 units that currently exist in these areas. It is projected that a total of approximately 10,500 new dwellings could be located in Parkdale.

Based on past experience, under present market forces, it can be anticipated that approximately 60% of all new housing within the Parkdale Community Plan area will be "affordable" to households at the 60th income percentile; approximately 50% of all new housing will be affordable to households at the 50th income percentile. Approximately 45% of all new housing can be expected to be affordable to households at the 40th income percentile and 41% of all new housing to be affordable to households at the 30th income percentile.

The approximate housing mix anticipated in the Parkdale Community Plan is:

- Low Density Residential: 36%
- Medium Low Density Residential: 33%
- Medium Density: 27%
- High Density: 5%
The housing types that reflect these densities are identified in the "Urban Residential" policies of the Official Plan.

Based on the current City household size of 2.70 persons per unit, it is estimated that Parkdale will support a population of approximately 28,350 persons.

24.3 Transportation Infrastructure

The proposed major road system for Parkdale is shown on Schedule 'A' to the Parkdale Community Plan. This Schedule indicates the location of all expressways, arterials and major collectors. The major Roads Plan for Parkdale is intended to reflect a desired movement pattern. Actual locations shall be subject to subdivision constraints generated by environmental, engineering and ownership considerations. Future development of subdivision plans will be required to adhere to this Roads Plan during their design in order to create a system of arterials and collectors which will provide for a safe and efficient flow of traffic.

The existing Thunder Bay Expressway and the proposed extension of the Harbour Expressway to Shabaqua are major transportation links within the City and to adjoining municipalities. Expressways should be protected as high speed routes with grade separated interchanges.

Arterial roads are intended to carry large volumes of traffic and as such should be designed to have minimal access from abutting properties (i.e. backlotting) and be contained within a right-of-way of approximately 30 metres in width. The development of medium and high density residential uses and non-residential uses shall be encouraged on arterial roads in Parkdale while low density residential uses shall be backlotted. This is intended to reduce the number of driveway entrances and thereby maintaining the functional efficiency of the arterials. Designation of arterials into "Major" and "Minor" shall be determined in the City of Thunder Bay Transportation Study.

Collector roads are intended to provide for the movement of traffic between local streets and arterial roads while, at the same time, providing access to abutting properties. These roads shall also provide convenient access between major land use areas and provide collector service within major residential areas. While a minimum standard is a 20 metre right-of-way, consideration may be given to greater width of up to a 25 metre right-of-way where higher volumes are involved. In areas where traffic volumes are substantial and impedance of driveways is likely, lot layouts providing flankage and/or reverse frontage on collector roads, turning lanes and other measures to reduce congestion, should be
considered. Collector roads will be designed to take the bulk of traffic moving through a neighbourhood and thereby reduce traffic movement on local streets.

Local roads are designed to feed into collector roads and their primary function is to provide access to abutting land. Through traffic will be discouraged. The location of local roads is flexible and will be analyzed as plans of subdivision are submitted for draft approval. However, consideration should be given to contours, drainage and the development of abutting properties in the design of all local roads in plans of subdivision. All local roads will require a minimum right-of-way width of 20 metres.

The rights-of-way of the roads shown on Schedule 'A' will be acquired through the registration of new plans of subdivision, on the approval of consents to sever, as a condition of development or redevelopment of land or buildings, by negotiated purchase or by expropriation where necessary.

24.4 Land Use

The land use designations for the Parkdale area are shown on Schedule 'A' to the Parkdale Community Plan. The land use as illustrated on Schedule 'A' is intended to provide a general framework for the future development of Parkdale. The boundaries between various land uses and the locations of various school sites, parks, medium and high density residential areas and commercial sites are not exact. A certain degree of flexibility will be used in determining the precise location of various uses as plans of subdivision are submitted for approval. However, all plans of subdivision shall have regard to the General Land Use Plan during their preparation and design.

The Official Plan land use categories in the Parkdale area, as contained on Schedule 'A' are as follows:

(i) Urban Residential
(ii) Suburban Residential
(iii) Open Space Areas
(iv) District Commercial
(v) Special Purpose Commercial

In addition, specific uses such as school sites, medium and high density residential areas and Neighbourhood Commercial sites have been identified on Schedule 'A'. These uses are generally permitted within the Urban Residential designation.
24.5 **Urban Residential**

Urban Residential Areas are intended primarily for housing purposes which include the full range of dwelling types and tenure, ranging from single detached houses to high-rise apartments. Alternative tenures will be encouraged in the forms of ownership, condominium, co-operatives and rental. Complementary uses permitted in the Urban Residential Areas are the Neighbourhood Commercial Uses and Minor Institutional Uses. A necessary prerequisite for the development of these areas is that they be fully serviced by both municipal water and sewage systems.

The general objectives of the Urban Residential designation are to:

(i) Provide suitable areas for a variety of residential uses as part of an orderly and desirable land use and servicing pattern;

(ii) Provide residential communities with appropriate community and social services to serve the needs of the residents;

(iii) Ensure that urban residential development occurs in a manner that results in the efficient provision of municipal services at the time of development;

(iv) To phase development to meet housing needs in such a way as to minimize any potential conflicts between dwelling types at different densities and between other incompatible land uses. The City will encourage the higher density component to be phased as early as possible.

The General Land Use Plan for Parkdale provides for residential areas of different densities. The majority of the lands are designated for low density dwelling unit types. Medium density and high density residential development is intended to be located largely along the major arterials, in proximity to community facilities and services and in a manner which will not result in incompatibility with low density residential areas. Although the Land Use Schedule of this Plan indicates the general location of high and medium density residential development, these criteria, along with the specific policies set out in the urban residential section of the Official Plan will be used in determining the specific location of these forms of residential development in the Parkdale area.

The approval of plans of subdivision or condominium in areas designated "Urban Residential" require that the developer take such measures and supply such information so as to satisfy the City that there is a reasonable expectation that a
minimum of 25% of all residential units constructed within the subdivision will contribute toward the provision of a full range of affordable housing.

Complementary uses such as minor institutional uses (churches, community centres, fire halls, etc.) and neighbourhood commercial uses shall be permitted in Urban Residential areas. The location of these uses shall meet the locational criteria as established in Residential Areas policies of the Official Plan.

All other policies of the "Urban Residential" section of the Official Plan shall apply in Parkdale.

Notwithstanding any other provisions in the Parkdale Community Plan, and in accordance with the "Urban Residential" policies of the Official Plan, due to the likelihood that lands in the western portions of the Parkdale Community Plan area will not have full urban service for some time to come, limited residential development at a suburban scale may proceed along existing road frontages, where the extension of municipal water would not be required to serve the severed parcels.

24.6 Suburban Residential Areas

Suburban Residential Areas are intended to accommodate low density, low intensity forms of residential development, in the form of single detached dwellings on large lots with a minimum lot area of 1,850 square metres.

It is intended that Suburban Residential areas be serviced by municipal water and capable of supporting a private sewage disposal system for each dwelling unit. The availability of municipal water is a necessary condition before suburban scale residential development is permitted to occur where a lot requires a severance or a plan of subdivision in order to be developed.

At some point in the future, if it is considered appropriate to extend full services, including both water and sewer, into areas designated as "Suburban Residential", Council should re-designate such areas to "Urban Residential" and the severance of these lands into smaller lots could then be considered.

Complementary uses such as parks and recreation facilities, minor institutional uses, neighbourhood commercial uses and home occupations may also be permitted.
All other policies of the "Suburban Residential" section of the Official Plan shall apply in Parkdale.

### 24.7 Open Space Areas

Lands designated as Open Space Areas are intended to be used primarily for recreational purposes, both indoor and outdoor. The Open Space Areas are to be comprised of both active and passive parks as well as conservation areas. Some of the permitted uses in the Open Space designation include playgrounds, swimming pools, community centres, arenas, golf courses, ball parks, marinas, historical sites, and other similar uses.

In accordance with the Planning Act, the City may require that in any plan of subdivision and in all development or redevelopment of lands for residential purposes where land has not previously been conveyed for park purposes, an amount not exceeding 5% of the land area be conveyed for park purposes. Land so conveyed must be suitable for recreational purposes according to the Parks Standards Policy and the Thunder Bay Parks and Recreation Master Plan.

The City may consider cash-in-lieu of parkland where sufficient parkland already exists in a given location or where the 5% land dedication is too small to be useful.

Where new development is proposed on a site, part of which has physical or environmental hazards such as flooding, then such hazard lands may not necessarily be accepted as part of the 5% dedication under the Planning Act.

Provision shall be made for a District Playfield site of approximately 10 to 12 hectares which is central to the Parkdale area and easily accessible. The District Playfield will be used primarily for organized and competitive sporting activities.

Each of the six major neighbourhoods (neighbourhoods are delineated by arterials) shall contain a neighbourhood park of between 2 and 5 hectares to be used for a combination of passive and active recreational opportunities but not highly competitive sports.

Provision shall be made for a Neighbourhood Playfield of between 2.5 and 5.5 hectares in the westernmost neighbourhoods to provide these areas with an opportunity for an organized recreation area.
Connections between streets in the various neighbourhoods to provide for safe bicycle and pedestrian routes to recreation areas must be made to the satisfaction of the Parks and Recreation and Engineering Departments.

All other policies of the "Open Space Areas" section of the Official Plan shall apply in Parkdale.

24.8 District Commercial

District Commercial areas shall be developed as a single or inter-connecting unit of commercial establishments with a Gross Leasable Area generally ranging from 9,290 to 27,870 square metres.

All other Commercial Areas policies in the Official Plan shall apply in Parkdale.

24.9 Special Purpose Commercial

The Special Purpose Commercial designation incorporates a group of commercial, or service commercial uses which:

i) rely on roadside exposure and business from the travelling public related to established public highways or arterial roads; or

ii) have special site or building requirements, which would make them unsuitable for inclusion in a mall-type facility.

The main permitted uses may include motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automobile sales and service establishments, building supply outlets, and places of amusement and recreation.

All other Commercial Areas policies in the Official Plan shall apply in Parkdale.

24.10 Neighbourhood Commercial

Neighbourhood Commercial establishments are intended to be largely pedestrian oriented while providing for the day to day convenience and/or personal service needs of the surrounding neighbourhood. These types of outlets will be planned and developed as a single or interrelated unit with a Gross Leaseable Area of 929 square metres or less. A variety store is the most common form of neighbourhood commercial use. These types of uses should preferably be located at the corner of two streets.
All other Residential Areas policies in the Official Plan shall apply in Parkdale.

24.11 School Sites

The general location of school sites are shown on Schedule 'A' – Parkdale Community Plan.

Each elementary school site shall be approximately 3 hectares in size and each secondary school site shall be approximately 6 hectares in size.

As much as possible, any additional elementary school sites that are required, shall be located centrally to the area they serve.

School sites shall be located so that children do not have to cross major roads.

Wherever possible, school sites shall be adjacent to neighbourhood parks and have access to a pedestrian walkway system.

24.12 Servicing Scheme

The extension of trunk sanitary sewer and watermains will proceed in an orderly fashion from their existing location adjacent to the Thunder Bay Expressway in the east, west towards Mapleward Road as required.

The exact location and size of trunk services shall be determined by the City Engineer.

In all Urban Residential areas development will not be permitted unless provisions have been made for full urban services. Draft approval for any plan of subdivision will be contingent on capacity being available for full urban services (i.e. sewer, water, roads, etc.).

In all Suburban Residential areas development will not be permitted unless provisions have been made for suburban services.

The oversizing of services will be required in certain areas in order to provide for adequate service for the westernmost portions of Parkdale and as such, a cost sharing agreement will be determined as services are extended from east to west.
The existing watermains on Arthur Street and on the west side of the Expressway will be looped as development proceeds in order to provide for an adequate supply of water.

All other physical services such as hydro and gas shall be extended as development proceeds in a manner and location as determined by the respective agency.

All existing and proposed physical services shall be protected by means of a right-of-way or easement which is satisfactory to the respective agency.

24.13 Staging

Development shall proceed on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community service. In this regard, certain lands in the Parkdale area may not be developed for some time until the extension of municipal services can be justified.

Development shall generally proceed from east to west with the extension of the trunk sanitary sewer.

A certain amount of "leap-frogging" of development will be permitted provided that the municipality is satisfied that the design of the new development is compatible with the existing development with respect to such aspects as location of major roads and services and is in conformity with the General Land Use Plan.

All efforts shall be made to provide for flexibility in the staging of development taking into account existing market conditions as well as permitting development activity to be undertaken by a broad range of interests and/or landowners.

The timing and location for the construction of required community services such as fire stations, libraries, and community centres shall be determined by the respective departments and agencies as development proceeds and the level of population warrants such services.

Prior to final approval of any stage within the Parkdale Plan of Subdivision (58T-92014), a traffic study shall be required. This study shall examine the impact of the stage under construction with respect to the transportation infrastructure in place at that time and the road network proposed. The traffic study must be undertaken to the satisfaction of City Council, upon receiving advice from the
Engineering and Planning & Building Departments and must support the development of the stage under consideration prior to its receiving final approval.

Council may issue a statement of approval for the severance of more than three lots from the property located on the east side of Mapleward Road, described as Part of Lot 19, Concession 5, N.K.R., being Parts 1 to 27 11/17/98 inclusive, Reference Plan 55R-10912, notwithstanding that such severances would not, in and of themselves, result in the development of the entire parcel. However, in reviewing such an application, consideration shall be given to the effect of these consents on the development of the backlot areas. Where it is considered necessary to preserve an opportunity to create road access to such backlot areas, provisions for access shall be required as a condition of any consent granted.

### 24.14 Environmentally Sensitive Areas

Development in the vicinity of the Neebing River or significant wetlands areas shall be subject to review by the Lakehead Region Conservation Authority at the time of draft approval.

No new lot will encroach into the Regulatory flood plain of the Neebing River as determined by the Lakehead Region Conservation Authority.

Lot lines along ravines shall be located as follows:

i) Where slopes along a watercourse are determined to be stable by the Lakehead Region Conservation Authority, the lot line can be coincident with the flood line.

ii) In areas where riverine slopes may be susceptible to instability or erosion, the lot line will be at the stable slope limit which includes a setback for the projected 100 year erosion limit.

This plan recognizes the presence of the William Bog which is located in the north-east portion of the Parkdale area; the approximate location of this bog is indicated on Schedule 'A' to this Community Plan. The William Bog has been evaluated by the Ministry of Natural Resources and has been found to be a Provincially Significant Wetland. Development or site alteration will only be permitted in or adjacent to this area by amendment to this Plan. In considering any such amendment, the City shall have regard to the Provincial Policy Statement.
24.15 Registered Plan 215

It shall be a policy of this Plan to promote the redevelopment of the properties in Registered Plan 215 in order to promote a more efficient form of development by encouraging the resubdivision of the existing lots.

City Council shall consider the implementation of a deeming By-law in order to prevent the further fragmentation of existing land holdings.

The costs of road construction and other servicing costs within Registered Plan 215 shall be borne entirely by the benefiting property owner.

The development of Registered Plan 215 will be undertaken at a full urban scale and shall be consistent with the level of services provided in all plans of subdivision in the Parkdale community.

24.16 Holding Provisions

So as to provide a range of regulatory mechanisms for the purpose of implementing the objectives of this Plan and to specifically control what might otherwise be premature development, it is a policy of this Plan that, in accordance with the Planning Act, Council may, through the use of a holding symbol (H) in conjunction with any use designation in the Zoning By-Law, specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

The holding symbol (H) shall be utilized as a means to:

a) identify the future desired use of lands;

b) ensure appropriate phasing of development and/or redevelopment;

c) defer development until such time as the necessary services, facilities and/or improvements are in place to adequately serve the subject lands; and/or

d) where phasing of a development is necessary, lands in the future phases which have been identified to provide affordable housing shall be placed in a holding zone for the proposed density.
The use of the lands subject to a holding symbol shall be limited to those uses legally existing at the time of passing of the By-law containing the holding symbol. The holding symbol shall not, however, prevent the construction of accessory buildings, minor building alterations, or additions.

A holding symbol (H) may be applied on the basis of the following considerations:

a) where municipal infrastructure and/or community support services have been determined to be insufficient to serve the proposed development;

b) where transportation facilities determined to be inadequate and/or to be of an inappropriate function relative to the proposed land use;

c) where development is contingent upon other related matters occurring first, such as the consolidation of land ownership to ensure orderly development and phasing of the project and to secure funding agreements on necessary infrastructure or services.

The holding symbol may be removed from all or part of a property in accordance with the Planning Act, once an applicant has satisfied the City with respect to any concerns regarding the considerations identified in the policy above.

In addition to all other planning and subdivision considerations, the following will apply to the removal of the "H" - holding symbol for the Parkdale Plan of Subdivision (58T-92014):

1. In the case of the initial units in respect of which the removal of the holding symbol is sought:

   (i) application shall be made by the owner to City Council;

   (ii) the number of units to be considered shall not exceed 300;

   (iii) the developer shall submit a traffic study, prepared by a traffic engineer, of the internal and external transportation facilities;

   (iv) emergency access shall be provided, whether by a roadway protected by median barrier or by other means;
(v) Council shall receive the advice and recommendation of the Planning & Building and Engineering Departments; and

(vi) Council shall be satisfied that the removal of the "H" - holding symbol is supported by the traffic study and consistent with good traffic planning principles.

2. In the case of subsequent phases of development:

(i) application shall be made by the owner to City Council;

(ii) the number of units to be considered shall not be limited but will be considered in reference to the anticipated traffic forecast;

(iii) the developer shall submit a traffic study, prepared by a traffic engineer, of the internal and external transportation facilities;

(iv) emergency access shall be provided, whether by a roadway protected by median barrier, or by other means, to the satisfaction of City Council;

(v) Council shall receive the advice and recommendation of the Planning & Building and Engineering Departments;

(vi) Council shall be satisfied that the removal of the "H" - holding symbol is supported by the traffic study and consistent with good planning principles.

24.17 Monitoring

Notwithstanding any other policies of this Plan regarding policy review and amendment, the following procedures shall be followed:

a) the adequacy and appropriateness of lands designated for residential use shall be reviewed at least every five (5) years;

b) the range of housing forms constructed through new residential development and residential intensification is to be recorded and reviewed annually;

c) available information regarding actual housing sale prices and market rental rates for each housing form shall be reviewed annually; and,
d) the processing time of land use planning applications relative to the established targets shall be reviewed every two (2) years.

A report outlining the findings of the reviews required by the above section shall be prepared and submitted to Council. Based on this information Council will make any necessary changes to the planning documents which are required to meet the housing needs with respect to land supply, range of housing forms, housing prices and market rental rates and meeting of targets for land use applications.
25. NORTHWEST COMMUNITY PLAN

25.1 Introduction

The following policies together with Schedules "A", "B", and "C" to the Northwest Community Plan shall constitute the provisions of the Northwest Community Plan. The purpose of the Northwest Community Plan is to provide a framework for the location and phasing of future development in the area.

25.2 Basis of the Plan

Preparation of the Northwest Community Plan has involved the review of a broad range of environmental, servicing and development considerations. A discussion of these considerations and the rational behind the policies of this Plan are contained in the "Northwest Community Plan Background Studies Report" (August 1991).

25.3 Assumptions

The Northwest Community Plan is contingent upon a number of basic underlying assumptions. These assumptions include the following:

a) An arterial road will be constructed which will follow the route approved in principle by City Council on April 16, 1991.

b) Growth pressures experienced in the recent past within the area subject to this Plan will continue into the future. This assumption is supported by projections reported in various studies including the Municipal Housing Statement Update (1988) and the Thunder Bay Retail Study (1989).

c) Actions to increase municipal service capacities are anticipated. This Plan, however, in no way implies the City is responsible to take action to increase capacities through the enlargement of sewer lines or improvements to sewage treatment facilities or any other means, so as to permit development within the lands affected by this Amendment.
25.4 Development Objectives

In addition to the objectives stated in the City of Thunder Bay Official Plan, with respect to the area subject to this Amendment, it is the intent of Council to:

a) facilitate the development of a road network that will permit appropriate and efficient use of land;

b) direct development so as to ensure the intended function of the Northwest Arterial is maintained;

c) encourage the development of a range of dwelling type options and an appropriate mix of residential densities within the area subject to this Amendment to facilitate a supply of housing that is accessible, affordable and appropriate to the needs of the community;

d) plan for a variety of commercial opportunities required to meet the needs of the communities within the Northwest Community Plan area;

e) identify lands required for institutional purposes;

f) maximize the area's natural recreation potential afforded by interesting topography and to specifically identify the potential offered by the McIntyre River and abutting lands;

g) maintain consistent standards with respect to the provision of municipal services and to ensure equitable cost recovery associated with the placement of these services; and,

h) amend and enhance the regulatory mechanisms for the purpose of implementing this Plan by the addition of "holding" provisions.

25.5 Land Use

The boundaries between the various land use designations and the locations of the various school sites, open spaces and medium density residential areas, as shown on Schedule "A" to the Northwest Community Plan, are not exact. A certain degree of flexibility will be used in determining the precise locations of the various uses as plans to develop are submitted for review.
Residential

The land use plan for the area subject to this Amendment is intended to facilitate the development of a range of residential unit types and residential densities. General areas identified as being appropriate for medium density residential development are indicated on Schedule "A" to the Northwest Community Plan. It is intended that additional areas suitable for multiple unit residential use will be identified as development proceeds for it is a policy of this Plan that a wide mix of densities and dwelling unit types is to be encouraged.

Commercial

With the area's growth, the need to provide the opportunity for the development of commercial areas is acknowledged. Schedule "A" to the Northwest Community Plan identifies lands considered appropriate for Community Commercial development. In accordance with the policies of the Official Plan, Neighbourhood Commercial uses are permitted within all residential land use designations. All commercial development within the Northwest Community Plan area shall be subject to commercial policies of the Official Plan.

Institutional

The general locations of school sites are indicated on Schedule "A" to the Northwest Community Plan. Each elementary school site shall be approximately two hectares and each secondary school site shall be approximately six hectares in size. As much as possible, any school sites that are required shall be located centrally to the area they serve. School sites shall be located so as to minimize the extent to which children cross major roads. Wherever possible, school sites shall be adjacent to neighbourhood parks and have access to pedestrian walkway systems.

Open Space

Lands abutting the McIntyre River have been identified as holding considerable potential for recreational uses. Numerous other sites exist within the area which, due to a variety of factors such as topography, view afforded or relationship to other land uses, offer potential for recreational use. Development proposals are to consider recreational opportunities afforded by the area. Special consideration is to be given to the formation of linkages between Open Space areas and between Open Space areas and other related land uses such as residential areas or school sites.
25.6 Road Network

The existing road systems, the proposed Northwest Arterial and related collector roads are shown on Schedule "B" to the Northwest Community Plan.

The inefficient use of backlot areas has been identified as a significant concern. To address this concern, it is a policy of this Plan that development is not to proceed in such a way so as to render backlot areas unserviceable.

The location of local roads required to develop backlot areas is flexible and shall be considered as plans of subdivision are submitted for review. Factors to be considered in the design of all local roads are to include area topography, drainage and the development of abutting properties. All local roads will require a minimum right-of-way width of 20 metres.

In addition to the transportation policies of the Official Plan, development abutting and access to the Northwest Arterial is to be sensitive to the intended function of the arterial street. Intersections are not to be permitted that would serve to facilitate traffic infiltration through the Jumbo Gardens/Valley Street areas.

So as to maintain the intended function of the proposed Northwest Arterial, it is a policy of this Plan that, abutting low density residential development will require a reversed frontage lot design. Direct access to abutting properties for commercial, institutional and higher density residential development may be considered but is to be tightly controlled and generally only permitted when no alternatives exist.

25.7 Servicing

Any extension of municipal services is to include the extension of both storm and sanitary sewer and water lines. Such extensions shall proceed in an orderly fashion, generally from east to west, with the exact location and size of services to be approved by the City Engineer.

The amount of urban development that can take place before the capacity of municipal services is reached is not well defined as the impacts of system improvements, both planned and presently underway, are not yet known. The extension of municipal services, therefore, shall be contingent upon the capacity of existing infrastructure. No extension of service is to be permitted if the extension of water lines would lead to changes in water pressure considered
unacceptable by the Engineering Department or if the extension of sewer lines would lead to surcharge levels considered unacceptable by the Engineering Department.

The oversizing of services may be required in certain areas. As such, a cost sharing agreement, between the property owners involved and to the satisfaction of the City, may be determined as services are extended.

A certain amount of "leap-frogging" of development will be permitted provided that the municipality is satisfied that the following conditions are met:

a) the design of the proposed development is appropriate with respect to the location and intended function of roads;

b) a cost recovery agreement, between the property owners involved and to the satisfaction of the City, for any service extension has been reached; and,

c) the proposed development is in conformity with the General Land Use Plan.

All physical services including telephone, hydro and natural gas shall be extended as development proceeds in a manner and location as determined by the respective agency.

All existing and proposed physical services shall be protected by means of a right-of-way or easement which is satisfactory to the City.

All development and particularly the extension of storm sewers shall have regard for the existing hydrological integrity of the McIntyre River. Techniques will be employed to address pre/post development flow, potential sedimentation and erosion impacts. The value of the McIntyre River as a fisheries resource is acknowledged and it is a policy of this Plan that this resource shall be protected.

The timing and location for the construction of required community services such as fire stations and community centres shall be determined by the respective departments and agencies as development proceeds and the size of the population warrants.
25.8 Local Improvements

In an effort to ensure the orderly provision of municipal services and so as to maintain consistent standards in serviced areas, it is a policy of the Plan that the extension of services through the local improvement process is to include all those services that would normally be required if development were proceeding through the plan of subdivision process. A Local Improvement Petition requesting the extension of sewer and water lines alone will generally not be approved. Rather, the extension of services is to include both storm and sanitary sewer, water, sidewalks, curb and gutter, the burial of wires and/or any other service considered appropriate.

To address concerns regarding the costs associated with extending services within the Northwest Community Plan area, and so as to ensure equitable cost recovery, it is a policy of this Plan that the total cost of extending services petitioned for under the Local Improvement Act is to be charged to the abutting frontages, except for those costs required to be borne by the City under this Act. Further, flankage exemptions for sewer and watermain construction on corner lots shall be 50% of the abutting frontage or 30 metres, whichever is less.

So as to ensure that Council is apprised of all relevant information, it is a policy of this Plan that the Engineering and Planning/Building Departments shall provide comment on each petition before it is included for consideration in the Capital Budget.

25.9 Holding Zones

So as to provide a range of regulatory mechanisms for the purpose of implementing the objectives of this Plan and to specifically control what might otherwise be premature development, it is a policy of this Plan that, in accordance with the Planning Act, Council may through the use of a holding symbol (H), in conjunction with any use designation in the Zoning By-law, specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

The holding symbol (H) shall be utilized as a means to:

a) identify the future desired use of lands; and/or

b) defer development until such time as the necessary services, facilities and/or improvements are in place to adequately serve the subject land.
The use of lands subject to a holding symbol shall be limited to those uses legally existing at the time of passing of the By-law containing the holding symbol. The holding symbol shall not, however, prevent the construction of accessory buildings, minor building alterations, or additions.

A holding symbol (H) may be applied on the basis of the following considerations:

a) where municipal infrastructure and/or community support services have been determined to be insufficient to serve the proposed development;

b) where transportation facilities have been determined to be inadequate and/or to be of an inappropriate function relative to the proposed land use;

c) where development is contingent upon other related matters occurring first, such as the consolidation of land ownership to ensure orderly development and phasing of the project and to secure funding agreements on necessary infrastructure or services.

d) where phasing of a development is necessary, lands in the future phases which have been identified to provide affordable housing should be placed in a holding zone for the proposed density.

The holding symbol may be removed from all or part of a property in accordance with the Planning Act, once an applicant has satisfied the City with respect to any concerns regarding the considerations identified above.

25.10 Land Severance and Development

It is a policy of this Plan that the lot size and configuration of both the parcel(s) to be severed and the parcel to be retained be in keeping with proposed and/or anticipated development of the area.

The creation of lots by consent within the Northwest Community Plan area may only be permitted where it can be clearly demonstrated that the proposed lots represent efficient development. It must be clearly demonstrated, by the applicant, that the creation of such lots would not jeopardize, in any way, the proper and logical development of the retained lands or surrounding properties.

Council shall encourage new development to locate within the urban area limit.
So as to facilitate the efficient use of backlot areas and to ensure the proper development of presently undeveloped lands, certain areas within the "Urban Area Limit" have been identified as areas in which the creation of lots is to proceed only by plan of subdivision. These areas are indicated on Schedule "C" to the Northwest Community Plan. Severances sought for the purpose of boundary adjustment, mortgage discharge or the creation of an easement or right-of-way, shall be exempt from this policy.

Notwithstanding the policy above, land severance by consent may be permitted, where full urban services can be extended along existing road allowances through the Local Improvement process and it is considered that there would be no advantage to requiring land severance to proceed by plan of subdivision.

Consent to sever may generally be considered for lands within the "Urban Area Limit" outside the areas required to develop by Plan of Subdivision. Consent to sever may be granted where it can be clearly demonstrated that the land outside the areas required to develop by Plan of Subdivision is being fully and efficiently developed. There shall be no limit to the number of lots or parcels created notwithstanding the date since which the parcel has been held in unity of ownership. However, consideration shall be given to the effect of such consents upon the development of backlot areas. Where it is considered necessary to preserve an opportunity to create road access to such backlot areas, provisions for access shall be required as a condition of any consent granted.

Hydrogeological reports and soil studies will be required prior to draft approval being given to plans of subdivision, within the "Minimum Service Rural Residential" areas, where lots are less than 1.0 hectare in area.

The City may require, as a condition of consent to sever lands that an applicant enter into a development agreement, to provide, such features as sidewalks, curb and gutter and/or the burial of wires as considered appropriate by the commenting departments and agencies.

The City may require, as a condition of consent to sever land, the deeding of lands for roads and road widenings and/or the granting of any easement required for services such as telephone, hydro or natural gas.

Given the extent to which property ownership of backlot areas is fragmented, it is acknowledged that the development of entire blocks by single plans of subdivision may not always be practical. As such, optimum designs, when entire blocks are considered, may not be feasible. It is a policy of this Plan that longer
culs-du-sac will be considered to facilitate the development of backlot areas of blocks abutting the Northwest Arterial while still limiting access to this arterial street.

So as to ensure that the development of existing lots does not proceed in such a way that would preclude future development of backlot areas within the remainder of the block, it is a policy of this Plan that no building or structure is to be constructed that would make future severance of potentially severable lots impractical.

It is intended that policies above be implemented by the Zoning By-law through the use of the holding zone provisions presented in this Community Plan or through the establishment of maximum building setbacks or through some similar means.

So as to ensure the appropriate staging of urban development, it is a policy of this Plan that no development shall be permitted to proceed in any area where the full and efficient development of the area is dependent upon access to the proposed Northwest Arterial, until such time as the Northwest Arterial is constructed.

New development in the urban area limit by consent and plans of subdivision shall have full municipal services as sewer and water.

25.11 Interpretation

All definitions, objectives and policies of the City of Thunder Bay Official Plan apply to all lands subject to this Amendment unless specifically addressed. However, in any instance where policies of the City of Thunder Bay Official Plan conflict with policies or intent of the Northwest Community Plan, the Northwest Community Plan will be considered to be in force.
26. DAWSON HEIGHTS COMMUNITY PLAN

The following policies and schedule entitled "Schedule 'A' to the Dawson Heights Community Plan" shall constitute the provisions of the Dawson Heights Community Plan. The purpose of the Dawson Heights Community Plan is to provide a framework for the phasing and location of future development of the Dawson Heights area.

26.1 Development Objectives

The overall objectives for the development of the Dawson Heights area are as follows:

a) To create an attractive residential community by preserving and enhancing the natural and cultural heritage features of the area.

b) To develop a safe and efficient system of roads and public transportation which provides ease of movement throughout the area.

c) To develop an integrated parks and open space system to serve the recreational needs of the community.

d) To provide for the establishment of adequate commercial facilities.

e) To develop a land use pattern which minimizes conflict between non-compatible uses.

f) To provide a land use pattern which provides opportunities for and integrates a full range of housing types, densities and tenures that will meet the physical requirements and financial capabilities of every household unit.

g) To maintain and enhance the present character of existing dwelling units.

h) To maximize the use of all municipal services and to develop a scheme which will see a logical progression of services.

i) To provide sufficient flexibility in the Community Plan to accommodate reasonable changes in circumstances affecting the development of the Dawson Heights area.
26.2 **Housing and Population Projections**

Development of Dawson Heights will proceed at a full urban scale requiring both a municipal piped water supply and sanitary sewers.

However, Council has approved the extension of a municipal water supply along Hilldale Road between Highway #102 and Wardrope Avenue, therefore, in order to recognize this level of servicing, limited residential development at a suburban scale shall be permitted along the existing road frontage.

Properties fronting onto the east side of Hilldale Road north of Wardrope Avenue may receive sanitary sewer and piped water services as a result of the extension of these services into the amendment area. Therefore, in order to recognize this level of servicing, limited residential development at a full urban scale shall be permitted along the existing road frontage by consent only.

The gross residential density of development (includes all forms of land use - residential, commercial, open space, institutional etc.) is expected to be in the range of 15 residential units per hectare (6 units per acre) once the entire Dawson Heights area is fully developed. This policy does not preclude the development of individual properties at a density of greater than 15 units per hectare provided they conform to the general land use pattern as shown on Schedule 'A' to the Dawson Heights Community Plan and are capable of adequately being serviced.

Based on the density of 15 units per hectare it is estimated that approximately 1,500 units could be developed on the 100 hectares of vacant land in the Dawson Heights planning area. It is anticipated that approximately 500 of these units will be situated in areas designated for medium low to high density residential development. An estimated 1,000 units are expected to be developed in areas designated for low density residential development.

Based on past experience, under present market forces, it can be anticipated that approximately 60% of all new housing within the Dawson Heights Community Plan area will be "affordable" to households at the 60th income percentile; approximately 50% of all new housing will be affordable to households at the 50th income percentile. Approximately 45% of all new housing can be expected to be affordable to households at the 40th income percentile and 41% of all new housing to be affordable to households at the 30th income percentile.
The approximate housing mix anticipated in the Dawson Heights Community Plan is:

- Low Density Residential: 68%
- Medium Low Density Residential: 17%
- Medium Density: 10%
- High Density: 5%

The housing types that reflect these densities are defined in the Density Policies of this Plan.

Based on the current City household size of 2.70 persons per unit, it is estimated that Dawson Heights will support a population of approximately 4,000 persons.

26.3 Transportation Infrastructure

The proposed major road system for Dawson Heights is shown on Schedule 'A' to the Dawson Heights Community Plan. This Schedule indicates the location of all arterials and major collectors. The major Roads Plan for Dawson Heights is intended to reflect a desired movement pattern. Actual locations shall be subject to subdivision constraints generated by environmental, engineering and ownership considerations. Future development of subdivision plans will be required to adhere to this Roads Plan during their design in order to create a system of arterials and collectors which will provide for a safe and efficient flow of traffic.

Arterial roads are intended to carry large volumes of traffic and as such should be designed to have minimal access from abutting properties (i.e. backlotting) and be contained within a right-of-way of 25 to 30 metres in width. The development of medium and high density residential uses and non-residential uses shall be encouraged on arterial roads in Dawson Heights while low density residential uses shall be backlotted. This is intended to reduce the number of driveway entrances and thereby maintaining the functional efficiency of the arterials. Designation of arterials into "Major" and "Minor" shall be determined in the City of Thunder Bay Transportation Study.

Collector roads are intended to provide for the movement of traffic between local streets and arterial roads while, at the same time, providing access to abutting properties. These roads shall also provide convenient access between major land use areas and provide collector service within major residential areas. While a minimum standard is a 20 metre right-of-way consideration may be given to a greater width of up to a 25 metre right-of-way where higher volumes are
involved. In cases where traffic will be impeded by direct access, reverse
frontage in subdivisions will be encouraged. Collector roads will be designed to
take the bulk of traffic moving through a neighbourhood and thereby reduce
traffic movement on local streets.

Local roads are designed to feed into collector roads and their primary function is
to provide access to abutting land. Through traffic will be discouraged. The
location of local roads is flexible and will be analyzed as plans of subdivision are
submitted for draft approval. However, consideration should be given to
contours, drainage and the development of abutting properties in the design of all
local roads in plans of subdivision. All local roads will require a minimum right-
of-way width of 20 metres.

The right-of-way of the roads shown on Schedule 'A' to the Dawson Heights
Community Plan will be acquired through the registration of new plans of
subdivision, on the approval of consents to sever, as a condition of development
or redevelopment of land or buildings, by negotiated purchase or by expropriation
where necessary.

26.4 Land Use

The land use designations for Dawson Heights are shown on Schedule 'A' to the
Dawson Heights Community Plan. The land use as illustrated on Schedule 'A' is
intended to provide a general framework for the future development of Dawson
Heights. The boundaries between various land uses and the locations of various
parks, medium and high density residential areas and commercial sites are not
exact. A certain degree of flexibility will be used in determining the precise
location of various uses as plans of subdivision are submitted for approval.
However, all plans of subdivision shall have regard to the General Land Use Plan
during their preparation and design.

The Official Plan land use categories in the Dawson Heights area, as contained on
Schedule 'A' are as follows:

   i) Urban Residential  
   ii) Open Space Areas  
   iii) Special Purpose Commercial

In addition, specific uses such as medium and high density residential areas,
neighbourhood commercial and institutional uses have been identified on
Schedule 'A' to the Dawson Heights Community Plan. These uses are generally permitted within the Urban Residential designation.

26.5 Urban Residential

Urban Residential Areas are intended primarily for housing purposes which include the full range of dwelling types ranging from single detached houses to high-rise apartments. Alternative tenures will be encouraged in the forms of ownership, condominium, co-operatives, and rental. Complementary uses permitted in the Urban Residential Areas are the Neighbourhood Commercial Uses and Minor Institutional Uses. A necessary prerequisite for the development of these areas is that they be fully serviced by both municipal water and sewage systems.

The general objectives of the Urban Residential designation are to:

i) Provide suitable areas for a variety of residential uses as part of an orderly and desirable land use and servicing pattern;

ii) Provide residential communities with appropriate community and social services to serve the needs of the residents;

iii) Ensure that urban residential development occurs in a manner that results in the efficient provision of municipal services at the time of development;

iv) To phase development to meet housing needs in such a way as to minimize any potential conflicts between dwelling types at different densities and between other incompatible land uses. The City will encourage the higher density component to be phased as early as possible.

The General Land Use Plan for Dawson Heights provides for residential areas of different densities. The majority of the lands are designated for low density dwelling unit types. Medium density and high density residential development is intended to be located largely along arterials and collectors, in proximity to community facilities and services and in a manner which will not result in incompatibility with low density residential areas. Although the Land Use Schedule of this Plan indicates the general location of high and medium density residential development, these criteria, along with the specific policies outlined in the Official Plan will be used in determining the specific location of these forms of residential development in the Dawson Heights area.
Complementary uses such as minor institutional uses (churches, community centres, fire halls, etc.) and neighbourhood commercial uses shall be permitted in Urban Residential areas. The location of these uses shall meet the locational criteria as established in the Residential Areas policies of the Official Plan.

All other policies of the "Urban Residential" section of the Official Plan shall apply in Dawson Heights.

26.6 Open Space Areas

Lands designated as Open Space Areas are intended to be used primarily for recreational purposes, both indoor and outdoor. The Open Space Areas are to be comprised of both active and passive parks as well as conservation areas. Some of the permitted uses in the Open Space designation include playgrounds, swimming pools, community centres, arenas, golf courses, ball parks, marinas, historical sites, and other similar uses.

In accordance with the Planning Act, the City may require that in any plan of subdivision and in all development or redevelopment of lands for residential purposes where land has not previously been conveyed for park purposes, an amount not exceeding 5% of the land area be conveyed for park purposes. Land so conveyed must be suitable for recreational purposes according to the Parks Standards Policy and the Thunder Bay Parks and Recreation Master Plan.

The City may consider cash-in-lieu of parkland where sufficient parkland already exists in a given location or where the 5% land dedication is too small to be useful.

Where new development is proposed on a site, part of which has physical or environmental hazards such as flooding, then such hazards lands may not necessarily be accepted as part of 5% dedication under the Planning Act.

Connections between streets in the various neighbourhoods to provide for safe bicycle and pedestrian routes to recreation areas must be made to the satisfaction of the Parks and Recreation Department.

All other policies of the "Open Space" land use designation in the Official Plan shall apply in Dawson Heights.
26.7 Special Purpose Commercial

The Special Purpose Commercial designation incorporates a group of commercial, or service commercial uses which:

i) rely on roadside exposure and business from the travelling public related to established public highways or arterial roads; or

ii) have special site or building requirements which would make them unsuitable for inclusion in a mall-type facility.

The main permitted uses may include motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automobile sales and service establishments, building supply outlets, and places of amusement and recreation.

All other policies of "Service Commercial" land use designation in the Official Plan shall apply in Dawson Heights.

26.8 Neighbourhood Commercial

Neighbourhood Commercial establishments are intended to be largely pedestrian oriented while providing for the day to day convenience and/or personal service needs of the surrounding neighbourhood. These types of outlets will be planned and developed as a single or interrelated unit with a Gross Leasable Area of 929 square metres or less. A variety store is the most common form of neighbourhood commercial use. These types of uses should preferably be located at the corner of two streets.

All other policies relating to neighbourhood commercial uses in the Official Plan shall apply in Dawson Heights.

26.9 Institutional

The areas designated as Institutional in the Dawson Heights area are currently intended to be used as church sites. The policies of the Official Plan permit a wider range of uses within Institutional designations. For the purposes of this Community Plan only minor institutional uses as defined in the Official Plan will be permitted so as to be compatible with the residential uses. Institutional uses such as churches, schools, libraries, community centres, day care centres etc. will be permitted.
26.10 Servicing

The extension of sanitary sewer and watermains will proceed in an orderly fashion from their existing locations.

The exact location and size of sanitary sewer, storm sewer and watermain shall be determined by the City Engineer.

No major development shall be permitted unless provision has been made for full urban services.

The oversizing of services may be required in certain areas in order to provide for adequate capacity throughout the area, and as such a cost sharing agreement will be determined as services are extended.

A small portion of the Planning Area, near its westernmost boundary, is located higher than 290 metres above sea level and as such cannot be adequately serviced by the existing municipal water supply. These areas shall remain undeveloped until such time as the water pressure can be increased to provide an adequate domestic supply.

The existing watermains on Hilldale Road and Highway #102 shall be looped as development proceeds from east to west in order to provide an adequate water supply.

All other physical services such as hydro and gas shall be extended as development proceeds in a manner and location as determined by the respective agency.

All existing and proposed physical services shall be protected by means of a right-of-way or easement which is satisfactory to the respective agency. This includes a storm drainage outlet required by the City Engineer that will run north of Wardrope Avenue and across lands outside the Dawson Heights planning area.

26.11 Staging

Development shall proceed on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community service. In this regard, certain lands in the Dawson Heights area may not be developed for some time until the extension of municipal services can be justified.
A certain amount of "leap-frogging" of development will be permitted provided that the municipality is satisfied that the design of the new development is compatible with the existing development with respect to such aspects as location of major roads and services and is in conformity with the General Land Use Plan.
27. FAIRVIEW COMMUNITY PLAN

27.1 Introduction

The following policies together with Schedules "A", "B", and "C" to the Fairview Community Plan shall constitute the provisions of the Fairview Community Plan.

The purpose of the Fairview Community Plan is to provide a framework for the location and phasing of future development in the area.

It is assumed growth pressures experienced in the recent past within the area subject to this Plan will continue into the future, based on applications for development currently being reviewed.

To permit development within the lands affected by this amendment, improvements to storm sewer facilities, road and other services are needed.

27.2 Objectives

In addition to the objectives stated in the City of Thunder Bay Official Plan, with respect to the area subject to this Amendment, it is the intent of Council to:

a) facilitate the development of a road network that will permit appropriate and efficient use of land;

b) ensure the orderly and effective extension of municipal services; and

c) maintain consistent standards with respect to the provision of municipal services and to ensure equitable cost recovery associated with the placement of these services.
DEVELOPMENT POLICIES

27.3 Land Uses

Generally the area subject to this Community Plan is intended for "Suburban Residential" land uses, characterized by single detached dwellings on lots serviced by the piped municipal water system.

The "Suburban Residential" policies of the Official Plan apply, and would permit the development of complementary commercial and institutional uses compatible to the area.

27.4 Servicing

The existing road system and the proposed location for future roads, including phases of development, are as shown on Schedule "B" to the Fairview Community Plan.

The inefficient use of backlot areas has been identified as a significant concern. To address this concern, it is a policy of this Plan that development is not to proceed in such a way so as to render backlot areas unserviceable.

The location of new roads required to develop the backlands is partially protected in order to ensure future access from Lacewood Drive to Fairview Avenue. To encourage through access, the development of the north portion of the area shall be encouraged. The location and design of other optional roads shall consider, but not be limited to: area's topography, drainage, rail noise, traffic planning and the development of abutting properties.

Any extension of municipal piped water services is to include the extension of storm sewers. Such extensions shall proceed in an orderly fashion, generally from east to west, with one branch serving the north half of the area, and another serving the south half, as shown in Schedule "B" to the Fairview Community Plan. The exact location and size of services shall be as approved by the City Engineer.

27.5 Phasing

The phasing of roads and other service extensions shall be as shown in Schedule "B" to the Fairview Community Plan.
All existing and proposed physical services shall be protected by means of a right-of-way or easement which is satisfactory to the City.

27.6 Holding Provisions

a) So as to provide a range of regulatory mechanisms for the purpose of implementing the objectives of the Official Plan and to specifically control what might otherwise be premature development, it is a policy of this Plan that, in accordance with the Planning Act, Council may, through the use of a holding symbol (H) in conjunction with any use designation in the Zoning By-law, specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

b) The holding symbol (H) shall be utilized as a means to:
   
i) identify the future desired use of land;
   
ii) ensure appropriate phasing of development and/or redevelopment; and/or
   
iii) defer development until such time as the necessary services, facilities and/or improvements are in place to adequately serve the subject land.

c) The use of lands subject to a holding (H) symbol shall be limited to those uses legally existing at the time of passing of the By-law containing the holding symbol. The holding symbol shall not, however, prevent the construction of accessory buildings, minor building alterations, or additions.

d) A Holding symbol (H) may be applied on the basis of the following considerations:
   
i) where municipal infrastructure and/or community support services have been determined to be insufficient to serve the proposed development;
   
ii) where transportation facilities have been determined to be inadequate and/or to be of an inappropriate function relative to the proposed land use; and
iii) where development is contingent upon other related matters occurring first, such as the consolidation of land ownership to ensure orderly development and phasing of the project and to secure funding agreements on necessary infrastructure or services.

iv) where phasing of a development is necessary, lands in the future phases which have been identified to provide affordable housing should be placed in a holding zone for the proposed density.

e) The holding symbol may be removed from all or part of a property in accordance with the Planning Act, once an applicant has satisfied the City with respect to any concerns regarding the considerations identified in sub-paragraphs i to iv above.

27.7 Severances

It is a policy of this Plan that the lot size and configuration of the parcel(s) to be severed be in keeping with proposed and/or anticipated development of the area.

For lots currently fronting on Fairview Avenue or Arthur Street, the depths of lots to be created through severance shall be as shown on Schedule "C" to the Fairview Community Plan, to be implemented through a zoning by-law amendment.

So as to facilitate the efficient use of backlot areas and to ensure the proper development of presently undeveloped lands, certain areas have been identified as areas in which land severance is to proceed only by plan of subdivision. These areas are indicated on Schedule "C" to the Community Plan.

So as to ensure that the development of existing lots does not proceed in such a way that would preclude future development of backlot areas within the remainder of the block, it is a policy of this Plan that no building or structure is to be constructed that would make future severance of potentially severable lots impractical.

For reasons of highway function and public safety, future severances and additional access to Arthur Street shall be discouraged, while backlotting and/or the reversal of driveway entrances, where feasible, shall be discouraged.
27.8 Zoning

It is intended that the above policies be implemented by the Zoning By-law through the use of the holding provision or through the establishment of maximum building setbacks or some similar means.
FAIRVIEW COMMUNITY PLAN

Schedule "A"
FAIRVIEW COMMUNITY PLAN

Schedule "B"

ROADS
EXISTING ROADS
CITY OWNED ROAD R.O.W.
FUTURE ROADS

Protected Location
Location Optional

PHASING