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This consolidated copy of the City of Thunder Bay Official Plan, as amended, has been prepared for the purposes of convenience only and it is not necessarily a true copy of the plan.

The City of Thunder Bay accepts no responsibility for the accuracy or completeness of this consolidation.

In all cases, for accurate reference, the original by-laws lodged in the City Clerk's Office should be consulted.





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## PART 1 - INTRODUCTION



### CONTEXT

The City of Thunder Bay is located in Northwestern Ontario along the shores of Lake Superior, the largest of the Great Lakes. The City boasts an abundance of natural environments in both the rural and urban areas of the City.

The City of Thunder Bay is rich in history, from its aboriginal roots dating back thousands of years through the arrival and settlement of Europeans. Thunder Bay was one of the trading centres of the Hudson's Bay Company and its predecessors, as this location was one of the last outposts to the west. The City to this day has a strong sense of being a "gathering place" as the northernmost port of the Great Lakes system.

Early 1970 marked the creation of the City of Thunder Bay through the amalgamation of the former Cities of Port Arthur and Fort William, along with the geographic townships of Neebing and McIntyre. Thunder Bay boasts two historic downtowns joined by the intercity area. With this vibrant geography, the City moves into the next 20 years and its 50<sup>th</sup> Anniversary.

In 2016, the Census of Canada estimated that approximately 107,909 persons lived in the City of Thunder Bay. The City's population is expected to grow modestly over the next 20 years given its role as a regional service centre. This growth will be driven by labour force turnover and ongoing economic development efforts. At the same time, the City's demographics continue to evolve as the population ages. It is projected that the population of individuals over 60 years of age will comprise a larger proportion of the population in the future. It is expected that this aging trend will create a demand for new and different housing types.

Thunder Bay's economy is expected to also grow modestly in the future as it continues to expand and diversify. While the forest, grain, and transportation industries continue to be core economic activities, Thunder Bay is the region's centre for education, health and medicine, research and innovation, retail, services, and tourism. Growth in these and other sectors will be supported through various means including appropriate infrastructure investments, public realm improvements, and other strategic projects.

Thunder Bay's integrated transportation system consists of roads, rail, air service, harbour facilities, public transit, and active transportation. A Transportation Master Plan is currently underway to provide a framework for the City's transportation system and its expansion. The Plan will provide for transportation networks that are sufficient to accommodate future growth, and it will direct future infrastructure improvements and strategic investments.

Linkages between the City's active transportation infrastructure and trail network can be improved to better connect the parks and open space system. These areas provide important active and passive recreational opportunities, and promote health and well-being.

In addition, parks, open spaces and their linkages often complement natural features and areas, which will be preserved and maintained wherever possible.

As the City continues to evolve, it will be influenced by many contributing policies and documents, including this Official Plan. A long-range vision and perspective are important to achieve the many policies outlined in this document.

## PURPOSE OF THE OFFICIAL PLAN

This Official Plan is our municipality's principal land use policy document. It describes the kind of community that we wish to evolve into with goals, objectives and policies that function as a guide for land use planning decisions within the City of Thunder Bay.

This Official Plan provides direction on how to implement the Provincial Policy Statement, advance Council's strategic goals, and adapt to the changing needs of the community. It seeks to guide the City to become environmentally sustainable, healthy, safe, livable, vibrant, connected, strong, prosperous, and resilient to the impacts of climate change.

The vision of this Official Plan will be realized through actions by City residents, businesses, non-profit agencies, government agencies, and private investment and development.

In implementing this Official Plan there will be a strong focus on meeting the needs of the community by creating an attractive, accessible, walkable City that supports the needs of a diverse population and labour force. This includes the provision of quality housing, a balance of amenities including open spaces, a variety of transportation options, social services, a strong economy, and a healthy environment and community. The continued celebration of arts and culture, an awareness of natural and built heritage, and the pursuit of high quality urban design will enhance the City's sense of place as the community grows. Making decisions in consideration of these integrated elements will have a long-lasting impact on the City's resilience to challenges and change in the future.

Success in implementing this Official Plan will be achieved through ongoing collaboration with our neighbouring jurisdictions, including Oliver Paipoonge, Neebing, Shuniah, and Fort William First Nation. In addition, we will need continued ongoing co-operation with the Province of Ontario, the Lakehead Region Conservation Authority, the Thunder Bay District Health Unit, the Public and Separate School Boards, and various community agencies that provide services and support the development of our community.

## BASIS OF THE PLAN

This document represents the land use related goals and objectives of Council. These goals and objectives are identified through several documents, including but not limited to, the City's Strategic Plan and other documents related to environmental protection and enhancement, climate adaptation, active transportation, culture, urban design, healthy communities, and food systems. Consideration is also given to the concerns, thoughts and ideas provided by the City's ratepayers and residents through the public consultation process. In addition, the Plan is consistent with the Provincial Policy Statement and conforms to the Growth Plan for Northern Ontario.

This Plan shall serve as the basis for the development and implementation of the City's Zoning By-law, other land use controls, and the consideration of future planning initiatives during the 20-year life span of this Plan.

This Official Plan replaces the City of Thunder Bay Official Plan adopted by City Council in October of 2000 (Provincial Approval March 2002) together with all of its subsequent amendments.

## GUIDING PRINCIPLES

This Official Plan is founded upon the following principles in keeping with the Provincial Policy Statement and the City's Strategic Plan:

**Environment Sustainability:** The City is committed to maintaining a healthy ecological relationship between human activity and the environmental resources upon which it depends. Protecting and enhancing the natural environment through wise management and efficient land use patterns will promote environmental sustainability.

**Complete and Compact:** The City will promote a high standard of urban design and greening to encourage and achieve the Strategic Plan's goal of a Vibrant City, and to become a more complete, connected, compact, and livable community. The City is committed to providing residents access to a variety of housing choices, transit, active transportation, employment, recreation, and culture, all while protecting and enhancing the natural environment.

**Responsible Growth Management:** Growth will be managed to achieve efficient, cost effective development that responds to current and future community needs. Furthermore, growth that supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation will be encouraged. Responsible Growth Management can be realized through sustainable land use and development patterns that stimulate economic growth, protect the environment, resources, and public health.

**Accessible and Active:** The City will work to serve the transportation needs of all residents and visitors of all ages and abilities. The City will strive to provide a variety of transportation choices with priority given to walking, cycling, and transit.

**Opportunity-Filled:** The City will continue to be a community that offers a range of employment opportunities, a supportive environment for businesses, a variety of post-secondary education options, and a chance for people of all ages and abilities to flourish.

**Responsive and Timely:** The City will provide timely responses to economic development opportunities and conditions, and will achieve consistent decision-making through the establishment of clear goals, objectives, and policies that balance environmental, economic, and social considerations.

**Connected:** Neighbourhoods will be protected and their connections enhanced through planning that incorporates the principles of accessibility, active transportation, Crime Prevention Through Environmental Design (CPTED), sustainable food systems, commercial and recreational nodal design, place-making, and community resilience.

**Public Engagement:** Public input is an important and necessary component of the planning process.

**Resilient and Adaptable:** The City will develop local solutions to global issues to improve the resilience of the community. This includes meeting targets for greenhouse gas reduction to mitigate climate change, while adapting to the effects of future climate change.

**Creative and Diverse:** The City will continue to be a creative community and reinforce a strong sense of place, by building from the diversity of its people, landscape, and history to inspire innovation.

**Healthy, Safe and Inclusive:** The City will foster a safe, socially inclusive, and supportive community that enhances the physical, social, cultural, and psychological well-being of community members. The City is dedicated to providing healthy built and natural environments, active living opportunities, and community gathering places, as well as, healthy food networks, active transportation, and affordable housing. CPTED will help guide the design and development of public and private spaces.

**Diverse and Affordable:** The City will encourage the development of diverse and affordable housing to help attract and retain young families, to accommodate people of all ages and abilities, and to provide housing options for an aging population.

**Age-Friendly:** The City recognizes that community members of all ages, including seniors and children, are vital assets to the community. Appropriate and accessible services, programs, housing, transportation, and amenities are needed to strengthen residents' opportunities to grow, thrive, and age in place.

**Food Systems:** The City will seek to increase residents' access to nutritious, safe, and healthy local food, while increasing opportunities for residents to grow and raise their own food.



## APPROACH

This Plan has been developed using four overarching approaches which have been applied to focus the integration of environmental protection, climate adaptation, economic diversification, and healthy community principles throughout the document. Decisions and actions taken by Council and City Administration, including public investments and service delivery shall be guided by these approaches, which consider the protection or enhancement of the natural environment, climate adaptation, a prosperous and diversified economy, and the health and safety of the community as priorities.

Objectives and policies that reflect these approaches are highlighted with a , ,  or  icon.



### Environmental Sustainability Approach

Environmental awareness is critical for the establishment of a culture of sustainability both locally and globally. With this in mind, keeping the environment as an early consideration when planning is an important step towards a sustainable community. Land use planning plays a significant role in defining built landscapes and shaping the natural landscape. Thoughtful planning can limit the impact of human activities on the environment and aid in its protection and enhancement. This Plan has been developed using an approach that integrates environmental, economic, social and cultural factors to achieve a balanced policy framework that promotes sustainability, and seeks to avoid, minimize, or mitigate impacts on the natural environment.



### Climate Adaptation Approach

In the face of climate change, the City of Thunder Bay recognizes the need for adaptation. While mitigation is necessary to reduce the rate and magnitude of climate change, adaptation is essential to reduce the damages from climate change impacts that cannot be avoided. This Plan has been developed using a Climate Adaptation approach which seeks to reduce vulnerabilities and build the resilience of infrastructure and the natural environment. Both natural systems and human potential for resiliency must be addressed in adapting to climate change impacts and ensuring a healthy local environment. This includes protecting and enhancing biodiversity, and air and water quality.



### Economic Approach

A strong, resilient, and diversified economy is important to the overall prosperity of the community and supports the City's businesses, entrepreneurs, industries, and institutions. This Plan has been developed using an approach that supports economic prosperity by encouraging a diversified economy; a population that is healthy, educated, creative and skilled; a vibrant and attractive community; modern and efficient infrastructure; and a clean and sustainable environment. The growth and diversification of the region's traditional resource-based industries as well as the development of new and emerging economic sectors will bring new jobs and opportunities to Thunder Bay and optimize its competitive advantage in the global economy. Across all sectors of the economy the policies of this Plan encourage innovation, collaboration, entrepreneurship, research, and environmental stewardship.



### Healthy and Safe Community Approach

There is an integral link between land use planning and healthy and safe communities. This Plan has been developed using a Healthy and Safe Community approach which is rooted in the belief that people's social, economic, cultural, and physiological well-being is influenced by the physical environment in which they live.

Healthy, safe communities include a mix of uses, compact urban form, access to green spaces and recreational facilities, protected natural areas and healthy lakes and rivers, educational and employment opportunities, and safe, attractive streets and public spaces.

The arrangement and design of the built environment not only affects people's comfort, health, and safety, but may also affect the way they physically and psychologically relate to, and interact with, their community and the wider world around them. Land use influences human activity and may promote social interaction and inclusion that facilitates physical and psychological health, and overall well-being.

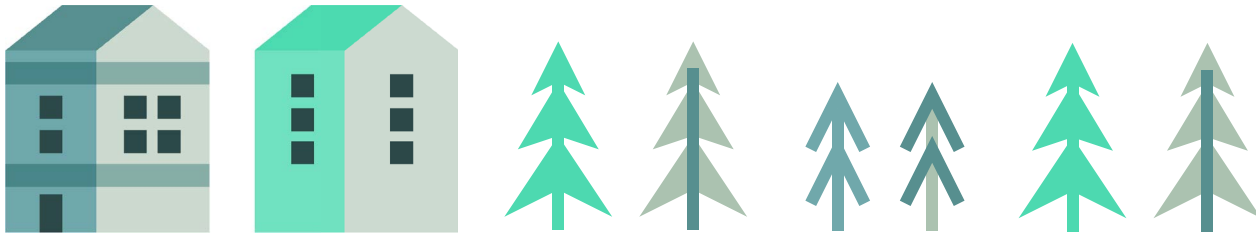
Land use planning decisions are influenced by, and can in turn influence social and human service needs. As a result, this Plan links the consideration of social and human service needs with the physical aspects of growth and development. Strengthening the relationship between health and the built environment will support a healthy, safe, and connected community.

## GENERAL GOALS

The general goals of this Plan are to:

- Promote a pattern of land use, and the provision of services and facilities that will enhance the health, safety, and well-being of all present and future residents of the City; ♡
- Direct development so that it occurs in an efficient and cost-effective manner; ↗
- Reduce the potential for public cost or risk by promoting climate change adaptation, protecting ecological functions, and directing development away from areas where there is a risk to public health, safety, and well-being, or property damage; ♡
- Support a balance among the various land uses by allocating sufficient, well located, and suitable lands to meet the needs of the community;
- Utilize all available planning tools and good planning practices to minimize the possibility of conflict and incompatibility between land uses;
- Protect, preserve, and enhance the quality of the natural environment and mitigate climate change; 🌿
- Create a physical environment that encourages social interaction, promotes social capital, enhances culture, and sustains the well-being of all residents; ♡
- Recognize and embrace cultural diversity;
- Maximize the opportunities for choice in employment, housing, recreation, and overall lifestyle for all City residents while emphasizing the need for compact, mixed-land use patterns, and providing people with the opportunity to live close to where they work, learn, shop, and play; ↗
- Promote the growth of emerging economic sectors, new businesses and employment opportunities at appropriate locations, and encourage the strengthening of existing business functions; ↗
- Promote the enhancement of working relationships between the City and the surrounding communities and Fort William First Nation in an effort to coordinate planning efforts across political boundaries;
- Establish the basis and framework for Secondary Planning and the City's Zoning By-law;
- Encourage a local food system that is prepared for the anticipated changes to food security that will accompany a changing climate, and that supports, protects and maintains areas that are currently used for agricultural activities;
- Create a physical environment that is attractive, accessible, safe, functional, vibrant, and a source of community pride; where residents and visitors experience a strong sense of place supported by public art and quality streetscapes; ♡
- Support initiatives with an environment first approach that maximize the connectivity between neighbourhoods, land uses, and green spaces; 🌿
- Promote energy conservation and efficiency, and support the creation of energy through renewable and alternative sources;
- Reduce greenhouse gas emissions; and,
- Promote a cost effective, reliable, accessible and integrated multi-modal transportation system.





## STRUCTURE OF THE PLAN

This Plan is divided into several parts, each with a specific focus.

Part 1 introduces the City's vision and outlines the principles and approaches that guide the policies of this Plan.

Part 2 includes general policies which seek to protect and enhance the natural heritage system.

Part 3 acknowledges the City's non-renewable resources including mineral aggregate and mineral resources.

Part 4 identifies constraints to development and hazards.

Part 5 provides guidance with respect to the City's cultural heritage resources.

Part 6 contains policies to guide the provision of public infrastructure including the City's transportation network.

Part 7 contains policies to guide the provision of community services, facilities and recreation.

Part 8 acknowledges the importance of the Waterfront and contains policies to guide its use and enhancement.

Parts 9 and 10 identify the City's long-term objectives and policies as they apply to the City's Rural Areas and the Urban Settlement Area.

Part 11 describes how this Plan is to be interpreted and implemented, and identifies the connections between this document and other City Regulations, Guidelines, and Plans.

The Figures found within the text of this Plan and Schedules A through F form part of this Plan. The Table of Contents and Appendices, which may be added to from time to time, are intended only for general information purposes and do not form part of this Plan.

This Plan is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, all relevant policies should be considered to determine how they work together, including the implementation and interpretation policies.



## **PATTERN OF DEVELOPMENT AND URBAN STRUCTURE**

The City of Thunder Bay has a total land area of 323 square kilometres, of which approximately 30% represents Settlement Areas. Historically, development of the City has radiated outward from the commercial cores of the former cities of Port Arthur and Fort William, and along transportation corridors.

Over the time frame of this Plan, residential growth will be directed to the Urban Settlement Area and the Rural Settlement Areas, as defined on Schedule A. These Settlement Areas represent areas where development is concentrated and where there are a mix of land uses. Over the last fifteen years, approximately 90% of all new residential lots have been created in the Settlement Areas. Continued growth in these areas will promote the efficient use of City services and facilities. Despite this success in focusing growth, the City of Thunder Bay has a low population density, and extensive infrastructure assets and public services. The intensification of development will continue to be an important step in increasing the efficiency, and effective delivery and use of infrastructure and services.

A Growth Area, where secondary planning is required prior to development, is identified within the Urban Settlement Area. It is intended that a neighbourhood approach be taken to the Growth Area so that it is well planned, sufficiently serviced, and that neighbourhoods are connected to each other and the existing built area through transportation networks and Environmental Protection areas. All necessary facilities shall be provided for in order to achieve a healthy, accessible, safe, and environmentally sustainable community.

Areas designated as Rural will be the focus of resource-based and agricultural activities and will provide limited opportunities for an alternative residential lifestyle.

Business and economic activities will be directed to the Employment Areas as defined on Page 78. Commercial uses will be focused in the Regional Commercial Area where large format big box stores and shopping centres are the predominant land use. The Strategic Core Areas will continue to be the focal points for destination retail, restaurants, business, entertainment, social and cultural pursuits, and will be characterized by a concentration of a mix of uses. Housing, in various forms, particularly medium and high rise residential, contributes to the vibrancy and viability of the cores. These areas play an important role in the City and in Northern Ontario.

While industrial and port activities continue to be the core use of the waterfront, efforts will be made to facilitate opportunities for a broad range of residential, commercial, and recreational uses at appropriate locations. Improvements to public access to the waterfront will also be a priority.

Looking ahead, the City's population, number of households and employment is expected to grow modestly in the next 20 years. This growth must continue to be directed to reinforce the urban structure, capitalize on existing investments, make the most efficient use of existing infrastructure and public service facilities, protect our rural, resource and agricultural assets, and preserve our cultural and natural heritage features and areas. Reinforcing the urban structure will have other benefits including the creation of a more energy efficient land use pattern, and climate change mitigation and adaptation.

Planning for a multi-modal transportation system will provide a framework for the City's structure. The interconnected networks that include service distribution and collection systems, communications, and natural corridors provide support and opportunities for a well-connected community.

# PART 2

## NATURAL HERITAGE SYSTEM

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## PART 2 - NATURAL HERITAGE SYSTEM



The City of Thunder Bay places a high priority on the long-term protection and wise management of the natural heritage system so that future generations can benefit from the important ecological functions it provides. The diversity and connectivity of the abundant natural heritage features and areas in the City should be maintained, restored and where possible, improved.

Protecting natural heritage features and areas that support resiliency will help to reduce Thunder Bay's vulnerability to climate change and the impacts of severe weather events. In addition, Council-endorsed community-based initiatives related to the natural environment will be supported to further promote sustainability. This Plan's environment-related objectives and policies apply to all land uses and infrastructure.



### GENERAL OBJECTIVES

The general objectives of the Natural Heritage System policies are to:

- protect Provincially, regionally and locally significant natural heritage features and areas, including wetlands, and where possible, improve their ecological integrity, functionality, connectivity, and resiliency; 🌿
- prevent or minimize the loss or fragmentation of natural heritage features and areas;
- achieve a balanced and supportive relationship between the built and natural environments by restricting development and preserving natural heritage features and areas; 💚
- enhance public access for recreational enjoyment without compromising the function of natural heritage features and areas;
- protect and enhance the natural shorelines of Lake Superior and the City's watercourses;
- protect and preserve the sustainability and viability of surface and groundwater resources recognizing them as wildlife habitats and an important source of food, drinking water, and recreational opportunity for residents;
- identify and protect sensitive hydrologic systems;
- maximize the proportion of permeable surfaces to reduce flood risk and loads on stormwater infrastructure; 🌧️
- implement the City's Stormwater Management Plan for Sustainable Surface Water Management; and,
- manage forest resources and the urban forest in a manner that recognizes their contribution to stormwater management and the food system, and that enhances their quality, quantity and sustainability over time. 🌳

## SYSTEM COMPONENTS

The natural heritage system includes natural heritage features and areas, wetlands, watercourses, shorelines, river banks, floodplains, valleys, ravines, and forested areas, which are all connected through their ecological functions.

Natural heritage features and areas are generally defined in the Provincial Policy Statement as features and areas, including significant wetlands, coastal wetlands, fish habitat, habitat of endangered and threatened species, significant wildlife habitat, and associated systems. Significant areas of natural and scientific interest are also included. These areas are important for their environmental and social values as a legacy of the natural landscapes of an area.

For the purposes of this Plan all of the features that are included in the natural heritage system are considered as natural heritage features.

Adjacent lands are considered those contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area.

Where natural heritage features and areas can be sensitively integrated into the City's trail system, they can represent important public recreation assets, locations for native plantings, and food harvesting potential. ♡

The components of the natural heritage system are shown generally on Schedule A, and designated more specifically on Schedule B.

While known significant natural features and areas are identified on Schedule B, the significance of other features and areas may only be determined after evaluation. In areas where features and areas are thought to exist in, or adjacent to, a proposed development, proponents may be required to prepare an Ecological Site Assessment to determine if the features and areas are, in fact, present. Should the findings of the Ecological Site Assessment reveal the occurrence of significant natural heritage features and areas, the development proponent may be required to prepare an Environmental Impact Study.

## Fish Habitat

Quality fish habitats have significant environmental, economic and social benefits. Fish habitat includes spawning grounds, nurseries, food supply, and migration areas; all of which are critical components of fish habitat.

All lakes, streams, rivers, and tributaries offer fish habitat. A 30 metre natural vegetative buffer should be maintained or introduced along lakes, rivers, creeks, and streams to protect fish habitat. 🌿

The restoration, enhancement and creation of fish habitat will be encouraged and considered through special projects and/or development applications.

Public access to recreational fishing areas should be provided and maintained to support recreational fishing opportunities, so long as the access does not compromise the function of the natural heritage features and areas. ♡

No development is permitted in or adjacent to fish habitat unless it can be demonstrated through appropriate evaluation that there will be no negative impacts upon natural features or their ecological functions. This may require an Environmental Impact Study prepared by a qualified professional with recognized expertise in the appropriate disciplines, which outlines any impacts to fish habitat, and the measures required to avoid, minimize, or mitigate all negative impacts. The extent of the Study will take into account the scope of proposed development, existing development, zoning, topography, and species and habitat sensitivity. The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Department of Fisheries and Oceans, and any other relevant agencies. Authorization under the *Federal Fisheries Act* may be required from the Department of Fisheries and Oceans for any development. 🌿

## Endangered and Threatened Species and their Habitats

Endangered and threatened species are of particular significance due to their low numbers and likelihood of disappearance without protection.

The Ministry of Natural Resources and Forestry is responsible for identifying and defining endangered and threatened species, as well as their significant habitats.

The overall intent of this Plan is to protect endangered and threatened species, as well as the significant habitats that are necessary for the maintenance, survival, and recovery of naturally occurring or reintroduced populations of a particular endangered or threatened species.

The Species at Risk in Ontario (SARO) List (available online) of endangered and threatened species, and their defined habitat is continually evolving as new species are added, removed, or identified.

At the adoption of this Plan, there are several occurrences of endangered or threatened species within the City, however, this is subject to change as new information becomes available. In the event of an endangered or threatened species occurrence, development or site alteration within a protected habitat or on adjacent lands will not be permitted unless it has been demonstrated to the satisfaction of the City, through an Environmental Impact Study, that it can proceed in accordance with Provincial and Federal requirements such that there will be no negative impacts upon the form and function of a protected habitat of an endangered or threatened species. 🌿

Development proponents should exercise due diligence so that any activities being contemplated would not contravene the *Endangered Species Act*. If an endangered or threatened species is identified during any development or site alteration, activities must immediately stop, and the Ministry of Natural Resources and Forestry must be contacted.

## Significant Wildlife Habitat

Habitat functions as a home for wildlife and includes areas used by wildlife throughout their life cycle. In addition to common requirements like food, water and shelter, many species have specific individual habitat requirements that can change during different periods in their life cycles. Some specific wildlife habitats are ecologically important and should be considered significant.

The significance of a wildlife habitat is based on an evaluation of the area and can include:

- seasonal concentration areas;
- rare vegetation communities or specialized habitats for wildlife;
- habitats of species of conservation concern, excluding the habitats of endangered and threatened species; and
- animal or wildlife movement corridors.

The Ministry of Natural Resources and Forestry is responsible for identifying and defining species of conservation concern. These species live in the wild in Ontario and are not identified as either endangered or threatened under Ontario's Endangered Species Act (ESA) but are; substantially declining, or have a high percentage of their global population in Ontario, or are listed as special concern species identified under the ESA, or are identified as nationally endangered or threatened by the Committee on the Status of Endangered Wildlife in Canada.

Development proponents may be required to evaluate whether significant wildlife habitat exists on a property proposed for development. The determination of whether or not an evaluation is required will be determined on a case-by-case basis in consultation with the City, and any other relevant agencies.

In the event that a significant wildlife habitat is identified, development or site alteration within the habitat area or on adjacent lands within 120 metres will not be permitted unless it has been demonstrated to the satisfaction of the City, through an Environmental Impact Study conducted by a qualified professional with recognized expertise in the appropriate disciplines, that there will be no net negative impacts on the natural heritage features or their ecological functions. 🌿

## Provincially Significant Areas of Natural and Scientific Interest

Provincially Significant Areas of Natural or Scientific Interest (ANSI) have been identified by the Province as having Provincial significance. These are areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. These areas are subject to change as new information becomes available and may be identified or modified on the Schedules of this Plan without amendment.

ANSIs identified by the Province are shown on Schedule B.

Development and/or site alteration within these features or on adjacent lands, or within 50 metres of an Earth Science ANSI, or within 120 metres of a Life Science ANSI may require the completion of an Environmental Impact Study conducted by a qualified professional with recognized expertise in the appropriate disciplines to demonstrate that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions. 🌿

The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Ministry of Natural Resources and Forestry, and any other relevant agency.

### Locations of Areas of Natural and Scientific Interest:

Lands near the Terry Fox Lookout, adjacent to Highway 11/17 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.

Lands within the Slate River Gorge, near the confluence of the Slate River and the Kaministiquia River are 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.

## Provincially Significant Wetlands

Provincially Significant Wetlands (PSW) have been identified by the Province as having Provincial significance. These areas are subject to change as new information becomes available and may be identified or modified on the Schedules of this Plan without amendment.

PSWs identified by the Province are shown on Schedule B.

Development and site alteration within these features or on adjacent lands within 120 metres of these features may be permitted if it has been demonstrated that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions and may require the completion of an Environmental Impact Study conducted by a qualified professional with recognized expertise in the appropriate disciplines. The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Lakehead Region Conservation Authority, and any other relevant agency.

## Significant Coastal Wetlands

Significant Coastal Wetlands have been identified by the Province as having Provincial significance. These areas are subject to change as new information becomes available and may be identified or modified on the Schedules of this Plan without amendment.


Coastal wetlands include wetlands that are located on one of the Great Lakes, their connecting channels, or tributaries.

Significant Coastal Wetlands and Evaluated Coastal Wetlands identified by the Province are shown on Schedule B.


Development and site alteration within Significant Coastal Wetlands is prohibited. Development and site alteration on adjacent lands within 120 metres of these features may be permitted if it has been demonstrated that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions and may require the completion of an Environmental Impact Study conducted by a qualified professional with recognized expertise in the appropriate disciplines. The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Lakehead Region Conservation Authority, and any other relevant agency.

Development and site alteration in, or on adjacent lands within 30 metres of Evaluated Coastal Wetlands may be permitted if it has been demonstrated that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions and may require the completion of an Environmental Impact Study conducted by a qualified professional with recognized expertise in the appropriate disciplines. The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Lakehead Region Conservation Authority, and any other relevant agency.

## Wetlands

Wetlands perform an important ecological function and have numerous environmental benefits. They store water, allowing it to percolate into the ground or evaporate; they aid in flood control and stormwater management; they filter and collect sediment aiding in water and air quality and pollution control; they provide habitat for fish and wildlife; and they aid in climate change adaptation. The intent of this Plan is to promote the protection of wetland functions. 

Evaluated Wetlands are shown on Schedule 'B'. While not Provincially significant, these wetlands have been evaluated by either the Ministry of Natural Resources and Forestry or the Lakehead Region Conservation Authority and may have a regional or local significance. These areas are subject to change as new information becomes available and may be identified and modified on the Schedules of this Plan without amendment.

Through the review of planning applications, proposed development or site alteration in, adjacent to, or within 30 metres of these wetland areas may require the completion of an Environmental Impact Study (EIS) conducted by a qualified professional with recognized expertise in the appropriate disciplines, to demonstrate that the function of these wetlands will be protected, maintained, or replicated. The need for such a Study will be determined on a case-by-case basis in consultation with the City, the Lakehead Region Conservation Authority, and any other relevant agency. 

When there is a vegetative or hydrologic connection between a proposed development and a wetland area located on surrounding lands, and it is determined that the connection contributes to the wetland function, an EIS conducted by



a qualified professional with recognized expertise in the appropriate disciplines, may be required to demonstrate that the function of the wetland and its connections will be protected, maintained, or replicated. 🌿

Through the review of planning applications development proponents may be required to evaluate the potential for additional wetland areas. The final determination of whether or not an evaluation is required will be made by the City, in consultation with the Lakehead Region Conservation Authority, and any other relevant agencies.

In the event that a wetland is identified, development or site alteration within the wetland area or on adjacent lands may not be permitted unless it has been demonstrated to the satisfaction of the City, and the Lakehead Region Conservation Authority, through an EIS, that there will be no negative impacts upon the form and function of the wetland.

This Plan recognizes that there are areas of existing development within areas identified as wetland throughout the City. These areas of existing development shall be placed in an appropriate zone. Within these developed areas, additions, alterations, reconstruction, and infill development may be allowed. A permit will be required from the Lakehead Region Conservation Authority to address impacts on the hydrology.

## Natural Corridors

The Natural Corridor designation weaves through the City connecting the ecological features and ecological functions of the natural hydrologic system which are vital to the health of the community.

Watercourse corridors, floodplains, 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. These areas also have high archeological potential. 🌿

Watercourses and their associated floodplain, as determined by the Lakehead Region Conservation Authority and updated from time to time are designated as Natural Corridor. In addition, steep slopes, areas where erosion or instability represent constraints to

development, areas that have natural heritage value, the shoreline of Lake Superior and other lands regulated by the Lakehead Region Conservation Authority are identified as Natural Corridor. Lands designated as Natural Corridor represent a broad area within which varying levels of control may be required through the Zoning By-law. Lands where development would be inappropriate shall be placed in an Environmental Protection Zone. Lands adjacent to, and within 30 metres of a watercourse, floodplain, or valley where site alteration or development may be appropriate, shall be subject to a Holding Zone requiring an EIS demonstrating that any impacts will be avoided, minimized, or mitigated prior to development. Areas beyond 30 metres, and regulated by the Lakehead Region Conservation Authority, shall be identified with an overlay signifying that a permit from the Lakehead Region Conservation Authority may be required prior to development. The City may pass By-laws relating to Site Plan Control, site alteration, and tree cutting as additional controls. No lands zoned for Environmental Protection are to be used in calculating minimum development requirements.

Where development or site alteration is proposed in, or adjacent to, a Natural Corridor area, development proponents may be required to submit an Environmental Impact Study (EIS) and/or an Archaeological Assessment conducted by a qualified professional with recognized expertise in the appropriate disciplines. The need for such a study or assessment will be determined on a case-by-case basis in consultation with the City, the Lakehead Region Conservation Authority, and any other relevant agencies.

In addition to any requirements of the EIS and Archaeological Assessment noted above, the following must be addressed when considering development or site alteration within an Natural Corridor area: 🌿

- potential flooding and erosion hazards;
- 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;
- access to the site must be available during times of flooding, erosion, and other emergencies in accordance with Ministry of Natural Resources and Forestry



Guidelines, and the City's Engineering Development Standards and Technical Guidelines;

- existing hazards must not be aggravated and new hazards must not be created by the proposed development or site alteration; and,
- no significant adverse environmental impacts shall result from the proposed development or site alteration.

Development proponents will be encouraged to incorporate best management practices into the design of their development and redevelopment proposals.

## Shorelines and River Banks

As Lake Superior is the City's primary source of drinking water, land use activities along the shorelines of Lake Superior and the City's seven local watersheds and river, creek and stream systems that contribute to the water quality, quantity, and the aquatic ecosystem are important. Where development is proposed adjacent to a shoreline or river bank, protection measures including naturalization shall be required, where appropriate, to maintain linkages and related functions among natural features. 🌿

Naturalization along shorelines and river banks is essential to maintaining and improving water quality. Shoreline vegetation acts as a filter and also stabilizes the shoreline and helps prevent erosion from storm runoff, wave action, and ice. Wildlife and fish also benefit from shoreline vegetation on land and in the water. 🐟

It is the intent of this Plan to maximize the amount of natural vegetation along shorelines and river banks. As such, the City may implement controls on the removal of vegetation by establishing limits on clearing, changes to the grade, and the placement of impervious surfaces. These limitations will be based on achieving a natural vegetated area with a depth of 30.0 metres from the normal high water mark of a lake or river.

Requirements for natural vegetative areas will be implemented through the Zoning By-law and Site Plan Control.

Under certain circumstances, shorelines may be permitted to be cleared of some natural vegetation to enhance safety, permit appropriately designed flood and erosion control structures, as well as, gazebos, saunas, water pumps, boathouses, docks, and boat launches provided that the area of disturbance is minimized and a permit has been issued by the Lakehead Region Conservation Authority, or any other relevant agency, if required.

New shoreline and river bank development shall be integrated, where possible, into the landscape, and existing vegetation shall be maintained and enhanced to:

- protect the riparian and littoral zones and associated habitat;
- protect the quality of the water by preventing erosion, siltation, contamination, and nutrient migration;
- maintain shoreline character and appearance; and,
- minimize the visual impact of development.

Shoreline protection measures will be encouraged to be designed to visually complement the waterfront; be undertaken in a manner that avoids, minimizes, or mitigates 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. 🌿

All snow storage within 300 metres of a natural shoreline or manmade drainage way shall implement water quality control measures.

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

The City may, through the development approvals process, request the dedication of lands along shorelines and river banks in order to manage trails or environmental linkages, promote public access, and to protect existing or proposed vegetated areas. 🌿



## Floodplain Area

Floodplain areas are required for the safe passage of floodwaters, and have high archaeological potential. No development shall be permitted within floodplain areas, with the exception of flood and erosion control works, docks, marinas and boat launches, and passive park uses that will not affect flood flows, and where a permit, if required, has been issued by the Lakehead Region Conservation Authority (LRCA).

Inappropriate development within these areas, in addition to impeding ecological functions and undermining recreational values, exposes the environment, people, and property to risks associated with flooding and erosion. 🍷

Development on lands affected by floodplain areas must have acceptable access in accordance with Ministry of Natural Resources and Forestry Guidelines and the City's Engineering Development Standards, and Technical Guidelines. Development and site alteration is not permitted in areas that would be rendered inaccessible to people and vehicles during times of a hazard.

This Plan recognizes that there are areas of existing development within the floodplains of rivers and streams throughout the City. These areas of existing development shall be placed in an appropriate zone. Within these developed areas, additions, alterations, reconstruction, and infill development may be allowed. A permit will be required from the LRCA to address flood proofing requirements in the construction or alteration of any building or structure. Land uses that pose unacceptable risks including 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 shall be prohibited.

Where an archaeological feature is identified during site alteration, all activities must immediately stop, and the Ministry of Tourism, Culture and Sport and/or law enforcement must be contacted.

## SOURCE WATER PROTECTION

The City's lakes, rivers, and streams provide important opportunities for recreation, shoreline living, and fish and wildlife habitat. Groundwater resources are an important source of drinking water for rural residents. It is the intent of this Plan to protect and preserve surface and groundwater resources through water conservation and source water protection efforts, in order to provide for their long term sustainability and viability in the face of a changing climate.

To promote land uses that protect and enhance the quality and quantity of water resources for the long term, the City of Thunder Bay, in co-operation with surrounding municipalities and the Lakehead Region Conservation Authority, will implement the Lakehead Source Protection Plan. 🍷

The Lakehead Source Protection Plan sets out policies to protect the City's drinking water supply. The Plan determines how drinking water threats will be reduced, eliminated or monitored, who is responsible for taking action, timelines, and how progress will be measured.

No significant or moderate threats have been identified for the City of Thunder Bay or in the adjacent Municipality of Shuniah, which is in close proximity to the Bare Point Water Treatment Facility.

Two water quality Intake Protection Zones (IPZ) have been identified to protect the area around the City's surface water intake.

Intake Protection Zone 1 (IPZ 1) consists of Lake Superior, undeveloped shoreline, and includes the Bare Point Water Treatment Plant. It represents a one kilometre radius around the intake pipes.

Intake Protection Zone 2 (IPZ 2) encompasses a portion of the Municipality of Shuniah and the City of Thunder Bay, including residential properties, a former paper recycling facility, a hydro transformer station and a railway track. Much of IPZ 2 currently consists of undeveloped land.

Intake Protection Zones 1 and 2 are shown on Figure 1. Within these areas, any use or activity that is, or would be, a significant drinking water threat is required to conform with all applicable Lakehead Source Protection Plan policies and, as such, may be prohibited, restricted or otherwise regulated by those policies and the Zoning By-law.

## WATERSHED BASED PLANNING

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

The preparation of Watershed and Sub-watershed Plans, for areas sensitive to, or likely to be affected by, development, redevelopment or climate change, will be supported. Subject to funding availability, the City will participate, to the fullest extent practical, in the preparation of these plans in co-operation with the Federal Department of Fisheries and Oceans, the Ministry of the Environment and Climate Change, the Ministry of Natural Resources and Forestry, the Lakehead Region Conservation Authority, other groups or agencies, and adjacent First Nations and municipalities, where affected.

## STORMWATER MANAGEMENT

Stormwater can have significant impacts, especially in urban areas. Left unchecked, it can lead to increased risk of flooding hazards, increased erosion and pollution of rivers, streams and lakes, subsequent loss of recreation and habitat opportunities, and possible impairment of drinking water resources. 🌿

The management of stormwater, which includes water resulting from a storm event or a thaw, is as much about land management as it is about water management. Activities on the land directly or indirectly determine the manner and intensity with which stormwater affects streams and lakes. 🏠

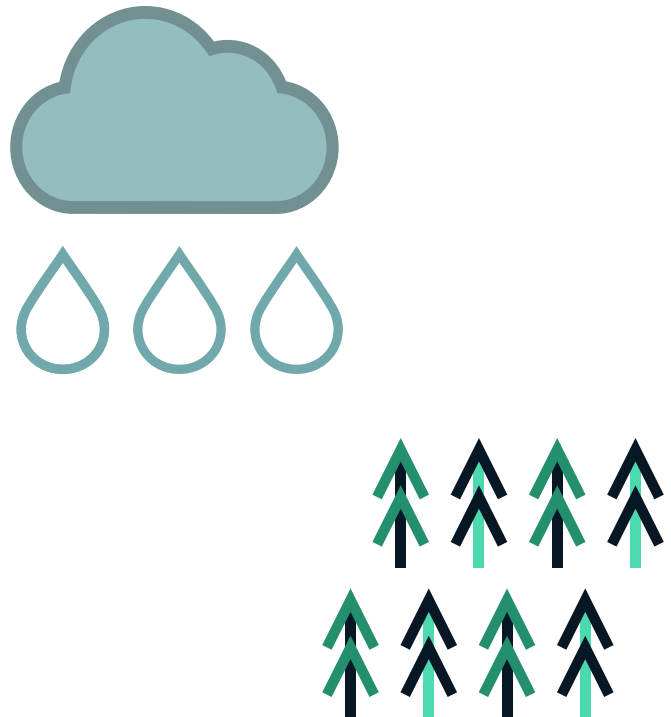
Urbanization increases impervious surface cover, such as roads, driveways, parking lots, and rooftops. These surfaces prevent infiltration of stormwater resulting in overland flow. The purpose of managing stormwater is to control the quantity of stormwater runoff to reduce erosion and flooding, and to improve the quality of runoff to streams, rivers, lakes and groundwater.

## Quality and Quantity of Stormwater

All applications for planning approval to permit site alteration and/or development or redevelopment will be required to address stormwater management in their proposal. Doing so will provide for appropriate design measures and controls to protect any receiving system from a quality and quantity perspective, whether natural or piped.

The use of best management practices in development proposals such that post-development stormwater flows are equivalent to pre-development stormwater flows will be required. 🌿

The City will identify and enforce minimum standards related to stormwater management to control and filter stormwater runoff in a manner that does not adversely impact surface water quality and quantity and to recognize the increased stormwater loads that are predicted to occur as a result of climate change. 🏠



## ENVIRONMENTAL IMPACT STUDY

Where concerns exist with respect to the impact of a development proposal or site alteration on the natural environment, an Environmental Impact Study (EIS) may be required.

Two types of EIS exist - the scoped EIS and the full EIS. The nature of the proposed development and its setting will determine the appropriate type of EIS to be applied.

A scoped EIS addresses the EIS requirements in an abbreviated report. The exact requirements of the scoped EIS will be established through consultation with the City, the Federal Department of Fisheries and Oceans, the Lakehead Region Conservation Authority, and any other relevant agencies. Where a scoped EIS would be insufficient to address potential impacts, a full EIS requiring a greater level of detail appropriate to the scale of the proposed development shall be carried out.

An EIS shall be conducted by a qualified professional with recognized expertise in the appropriate environmental disciplines, and shall be prepared using established procedures and recognized methodologies. The development proponent shall be responsible for all costs associated with the preparation of any EIS required to support a development proposal.

An EIS may be required for any development, redevelopment, or site alteration that requires a planning approval, on properties that are:

- adjacent to, or within 30 metres of the shoreline of a lake, river, or stream;
- in, adjacent to, or within 120 metres of an area identified as a Provincially Significant Wetland;
- adjacent to, or within 120 metres of an area identified as a Significant Coastal Wetland;
- in, adjacent to, or within 30 metres of an area identified as an Evaluated Coastal Wetland;
- in, adjacent to, or within 30 metres of any wetland or lands connecting wetland areas within a wetland complex;

- in, adjacent to, or within 50 metres of an Earth Science Area of Natural or Scientific Interest;
- in, adjacent to, or within 120 metres of a Life Science Area of Natural or Scientific Interest;
- in, adjacent to, or within 120 metres of significant wildlife habitat (including special concern species), fish habitat;
- and/or, adjacent to the habitat of endangered and threatened species (width to be determined by Provincial and Federal requirements).

Where an EIS is required, it shall include, but not be limited to:

- a map showing the location of the study area, including the location and extent of any natural heritage feature, and the location of the proposed development;
- a full description of the proposed development and the existing natural environment, including the identification of the natural heritage features and functions that may be affected, either directly or indirectly, by the proposed development;
- a description of the potential impacts that might reasonably be expected to occur in each season as a result of the proposed development;
- suggested development alternatives that would avoid these impacts, or if impacts cannot be avoided, recommended actions to change, minimize, mitigate, or remedy the anticipated impacts, and the alternative methods of protecting natural features and ecological functions;
- a professional opinion as to whether or not the proposed development will have negative impact on natural features and ecological functions; and,
- a description of monitoring activities to be undertaken (and identification of those responsible for the monitoring) to demonstrate that the mitigation measures are having the desired effects.



No planning approval will be granted until the required EIS has been completed to the satisfaction of the City. In reviewing an EIS, the Federal Department of Fisheries and Oceans, the Ministry of the Environment and Climate Change, the Ministry of Natural Resources and Forestry, the Lakehead Region Conservation Authority, and any other relevant agency may be consulted. Whenever an EIS is submitted, the City may request a peer review at the development proponent's cost.

## FORESTS

The City recognizes the environmental importance of forested areas and supports the wise use and management of these resources for their ecological function. The economic and social value of these resources for commercial, recreational, and food uses is also recognized. 🌿

The planting of native, and non-native non-invasive tree species, and vegetation that are resilient to climate change and provide high levels of carbon sequestration are encouraged. 🌳

### Urban Forest

The City recognizes the value and importance of urban woodlots, hedgerows and individual trees for their social, environmental, and economic contributions that increase the quality of life for residents.

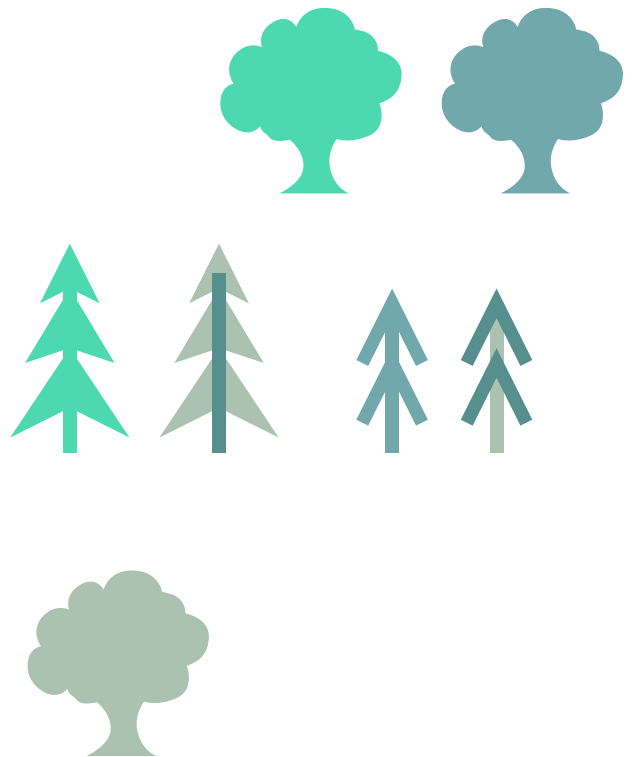
The urban forest is considered a valuable part of the City's infrastructure and serves a critical environmental function, which includes climate change mitigation, adaption, and sustainability benefits. It also provides for renewable food sources; improves public health, air and water quality; moderates urban temperatures; and mitigates the effects of stormwater associated impacts. 🌳

Woodlots, particularly those associated with other environmental systems, shall be protected to the fullest extent practical.

The City shall enhance its urban forest by:

- encouraging tree planting within the City's urban areas on both private and public lands; and
- implementing measures to protect, enhance and expand tree cover including but not limited to:
  - preserving existing tree cover where appropriate;
  - encouraging tree planting in areas of surface parking;
  - promoting development that maximizes areas for tree planting; and enhancing the streetscape.

The City has developed the Urban Forest Management Plan and, as a result, development proponents may be required to assess, and whenever possible, protect, woodlands and/or existing trees, including those on adjacent lands.



# PART 3

## RESOURCES

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## PART 3 - RESOURCES



The City recognizes the importance of protecting its non-renewable natural resources for future extraction and supports environmentally responsible extraction and rehabilitation practices.

### GENERAL OBJECTIVES

The objectives of the Resources policies are to:

- protect legally-existing pits and quarries from incompatible land uses;
- identify known areas having moderate or high potential for the presence of aggregate resources, and to protect these areas for future extraction, to the fullest extent possible; ↗
- actively participate in the Ministry of Natural Resources and Forestry Licensing process in order to address any adverse effects that may be caused by the extractive sites on the physical environment and surrounding land uses;
- require the rehabilitation of extraction areas for appropriate subsequent use, once resource extraction has been discontinued;
- recognize 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; ↗
- recognize the existence of abandoned mine hazards within the City and the need to properly address any associated hazards prior to redevelopment within these areas; and, 🌱
- conserve cultural heritage resources when considering the establishment of new areas for mineral or aggregate extraction or when considering the establishment of new operations or the expansion of

existing operations.

### MINERAL AGGREGATE RESOURCES

The consumption of aggregate materials, from a 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 in this region 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 cost of transporting the resources to market.

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

Pits and quarries, as well as mineral or aggregate exploration, are permitted in all land use designations, subject to a Zoning By-law amendment.

Mineral Aggregate Resources include gravel, sand, clay, earth shale, etc. or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes. Areas with moderate or high potential for the presence of aggregate are shown on Figure 2. ↗





These areas will be protected by considering their potential use during the review of planning applications that are made in an area that has potential for future extraction. Land uses that may compromise the future extraction of resources will be deemed incompatible. ↗

The City shall participate in the Province's Licensing Process under the *Aggregate Resources Act* as it pertains to the land use and the site plans that are required as a part of that process. Areas of interest to the City relate to noise, dust, odours, vibration, water quality and quantity impacts, transportation, and impacts on the natural environment.

New or expanding mineral aggregate operations should not negatively impact on existing sensitive land uses.

Aggregate Resources Act Licensed Sites are shown on Figure 2. New development on lands adjacent to, and in the area of Licensed Sites, shall be compatible with the existing extractive operations.

## Rehabilitation

Progressive rehabilitation to accommodate subsequent land uses, and to promote compatibility with existing and permitted land uses, will be required in areas where mineral aggregate operations have ceased, and will be required as part of the approvals for any new mineral aggregate operation.

Where an area has a high concentration of mineral aggregate operations, opportunities for the co-ordinated and complementary rehabilitation of lands from which mineral aggregate resources have been extracted shall be explored.

Agriculture is the preferred subsequent land use, recognizing that areas where mineral aggregate operations have ceased offer opportunities to be remediated for a variety of agricultural activities and food sources.

## Mineral Aggregate Resource Conservation

The City shall promote the recovery and recycling of manufactured material derived from mineral aggregates

(e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.) for re-use in construction, manufacturing, industrial, or maintenance projects as a substitute for new mineral aggregates.

The wise use of mineral aggregates including utilization or extraction of on-site mineral aggregate resources prior to development is encouraged.

When necessary, the City will require satisfactory measures to mitigate any negative impacts on cultural heritage resources.

## Wayside Pits and Quarries

Wayside pits and quarries as well as portable asphalt plants and portable concrete plants that are used on public authority contracts shall be permitted without the need for Official Plan or Zoning By-law Amendments, or development permits under the *Planning Act* in all areas; however, may require a site alteration permit. The above uses and activities will not be permitted in those areas that consist of an existing development or particular environmental sensitivity that have been determined to be incompatible with extraction and associated activities. All wayside pits and quarries and sites used for portable asphalt plants shall be rehabilitated to a satisfactory condition after their use.

## 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, may be considered where it can be shown that:

- extraction would not be feasible; or,
- the proposed land use or development serves a greater long-term interest of the general public than does aggregate extraction; or,
- the proposed land use or development would not significantly preclude or hinder future extraction; and,
- all other policies of the land use designation are met.



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:

- 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;
- the reason for the choice of location, and an appraisal of alternative locations for the non-aggregate related land use on lands not having aggregate potential;
- the feasibility of sequential land use in which the mineral aggregate is removed prior to the proposed use;
- 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;
- whether or not existing uses within the area are incompatible with aggregate extraction and may make future extraction undesirable; and,
- whether the proposed land use and extractive operation could operate simultaneously.

## MINERAL RESOURCES AND MINES

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

Minerals include metallic minerals (e.g. gold, copper, nickel) and non-metallic minerals (e.g. mica, salt, talc).

In areas of, or adjacent to known mineral deposits as shown on Figure 3, development shall only be permitted if it can be shown that:

- the extraction of the mineral resource would not be feasible due to the quality or quantity of material, or the existence of incompatible development patterns; or,
- the proposed land use or development serves a greater long term public interest than does the mineral

extraction; or,

- the proposed land use or development would not significantly preclude or hinder future mineral resource extraction; or,
- The existing land use in the area has reduced the feasibility of resource operations; and,
- issues of public health, safety and environmental impact are addressed. 🌿

Upon completion of mining operations, and when there is no intention to reopen such operations, all buildings, structures and machinery shall be removed from the site; and the site shall be rehabilitated as set out for the operation under the *Mining Act*. Under no circumstances will the operation be left in a state that constitutes an environmental, public health and/or safety hazard.

## Mine Hazards

Abandoned mine sites and hazards identified at the time of adoption of this Plan are shown on Figure 3. Current information regarding the location and hazard of these abandoned mine sites is available from the Ministry of Northern Development and Mines (MNDM) through the Abandoned Mine Information System (AMIS).

AMIS sites shall be rehabilitated under the requirements of the *Mining Act* prior to any redevelopment. No planning approval will be given that would allow development on, or adjacent to, these sites unless it has been confirmed that rehabilitation measures to address and mitigate any known or suspected hazards have been completed, and that no risk to public health or safety exists with respect to the past mining activity. Alternatively, confirmation will be required from a qualified professional that the lands proposed for development are not affected by the mine hazards.

MNDM is required to be contacted prior to development with 1 km of these known hazards.



# PART 4

## DEVELOPMENT CONSTRAINT HAZARDS

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## PART 4 - DEVELOPMENT CONSTRAINTS AND HAZARDS



Generally, development and site alteration will be directed to areas outside of lands that are subject to natural and human-made hazards.

### GENERAL OBJECTIVES

The general objectives of the Development Constraints and Hazards policies are to:

- reduce the risk to people and damage to property, buildings, infrastructure and the environment from the flooding, slope instability, erosion, and wildfire hazards all expected to increase as a result of climate change; 🌊
- protect the health of the City's natural ecosystems and residents by minimizing hazards associated with contaminated soil and groundwater; 🌿
- support the rehabilitation and redevelopment of contaminated and brownfield sites;
- prevent or minimize adverse effects associated with noise, vibration, and/or emissions through the use of various abatement techniques and mitigation measures;
- prevent or minimize the encroachment of sensitive land uses on existing uses that are a source of noise, vibration and/or emissions, and vice versa; and,
- minimize the impact of noise through the design of buildings, sites, subdivisions, and neighbourhoods. 💚

### CONTAMINATED AND BROWNFIELD SITES

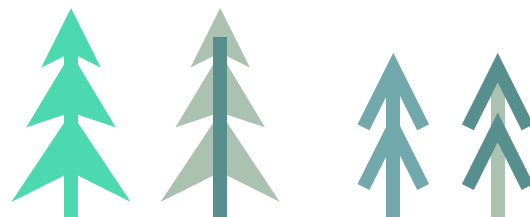
Contaminated sites refer to lands that, for reasons of public health and safety or environmental quality, are considered potential hazards as a result of past activities.

Brownfield sites are abandoned, vacant, derelict, or underutilized property where past commercial, industrial, or institutional uses have resulted in real or perceived contamination. Although such lands represent a potential hazard, opportunities for redevelopment may exist.

The following list of general uses suggests activities that are currently in operation, or have occurred 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/or transfer of hazardous substances; 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.



## Redevelopment

Environmental Site Assessments and remediation of contaminated sites are required by this Plan prior to any activity, or development that represents a more sensitive use occurring on a site that is known or suspected to be contaminated such that there will be no adverse effect associated with the proposed use or surrounding lands and features. The City will require the development proponents of such sites to determine the nature and extent of contamination and the necessary remediation measures to restore or rehabilitate the site to a condition suitable for the intended uses in accordance with the applicable Ministry of the Environment and Climate Change (MOECC) Guidelines and Regulations.

Development of contaminated or brownfield sites shall be guided by the following policies:

- In areas where known or suspected former land use activities may have resulted in soil contamination, the City shall require all applications for new development or change of use that represent a more sensitive use to be supported by a Phase I Environmental Site Assessment (ESA).
- Where a Phase I ESA reveals that a site may be contaminated, a Phase II ESA shall be required. A Phase I or II ESA is an assessment of property conducted in accordance with Part XV.I of the *Environmental Protection Act* and Ontario Regulation 153/04, or their successors, by a qualified professional with recognized expertise in the appropriate disciplines, to determine the location and concentration of one or more contaminants on the site proposed for development

- Prior to the development of a more sensitive use being approved on a site where information reveals that the site is contaminated, the development proponent shall provide a Record of Site Condition in accordance with Part XV.I of the *Environmental Protection Act* and Ontario Regulation 153/04 or their successors. The Record of Site Condition, which summarizes the environmental condition of a property as determined by an ESA and provides details of site clean-up, must be filed with the Environmental Site Registry and acknowledged by the MOECC. The Record of Site Condition and the MOECC acknowledgement shall be provided to the City.
- Where site remediation is required, planning approvals employing a holding symbol (H) may be considered. In these instances, the Record of Site Condition shall be required prior to the removal of the holding symbol (H).
- 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.

The City may consider financial or other incentives to promote the redevelopment and reuse of brownfield properties that are subject to environmental constraints.

For lands within its holdings, the City will promote the restoration of environmental health through soils bioremediation and will explore opportunities to utilize reclaimed land to address food systems. 🌱

## WASTE DISPOSAL SITES

No development shall occur on any former waste disposal site unless an Environmental Site Assessment has been completed indicating that the property does not need to be, or has been, remediated in accordance with Ministry of Environment and Climate Change Guidelines and the policies of this Chapter.

No reuse of a property that has previously been used for the disposal of waste may be approved within 25 years of closure, unless the reuse has been approved by the Minister of the Environment and Climate Change under Section 46 of the *Environmental Protection Act*. The City maintains information on known waste disposal sites for development-screening purposes shown on Figure 6.

Development proposed within 500 metres of an existing or closed waste disposal cell shall not be approved under a Plan of Subdivision, Consent, or building permit unless it can be demonstrated that contaminants present in the soils or the ground water supply does not pose a risk to health and safety. Water quality testing to the satisfaction of the City shall be required prior to any planning approval or the issuance of a building permit.

## NOISE, VIBRATION, AND EMISSIONS

There is a growing awareness of the impacts of noise, vibration and/or emissions that are associated with railways, transportation corridors and operations (rail, road, air) as well as other stationary sources.

Sensitive land uses, such as residential, institutional and certain recreational uses (e.g. picnic areas and campgrounds) are considered most sensitive to the effects of noise, vibration, odours, and/or emissions.



## Separation of Uses

Major facilities (such as airports, transportation corridors, sewage treatment facilities, waste management systems, industries, freight railyards, and aggregate activities) and sensitive land uses shall be, to the fullest extent practical, planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities.

Where avoidance is not possible, the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment shall be protected by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following matters are demonstrated in accordance with provincial guidelines, standards and procedures:

- there is an identified need for the proposed use;
- alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- adverse effects to the proposed sensitive land use are minimized and mitigated; and
- potential impacts to industrial, manufacturing or other uses are minimized and mitigated

To promote compatibility, appropriate separation distances in accordance with Ministry of Environment and Climate Change Guidelines should be applied to allow differing land uses to co-exist without an adverse effect occurring. 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. 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. 💚

## Development Near Noise and Vibration Sources

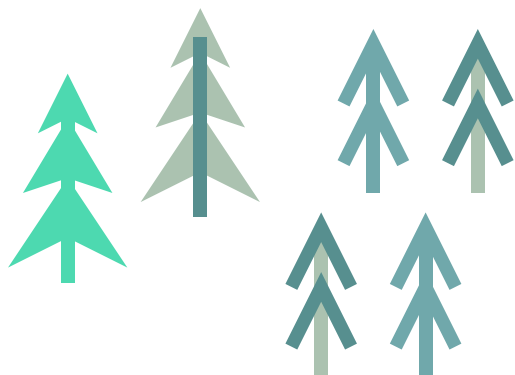
Development that occurs in the vicinity of railways, airports, major transportation corridors and/or certain industrial uses is exposed to noise, vibration, emissions and/or the hazards of derailment or accident, and related spillage risk. Any sensitive land use within 300 metres of these sources, or within 1000 metres of a railyard, may be required to incorporate protective and/or mitigation measures to meet Ministry of the Environment and Climate Change (MOECC) Guidelines.

Prior to the approval of planning applications where the impacts of noise and/or vibration are considered a concern, noise/vibration studies may be required to analyse the impacts of noise/vibration, and recommend appropriate measures to mitigate any adverse effects. All available options, including alternative site layouts and/or attention measures shall be thoroughly investigated and implemented if practical.

Appropriate measures such as setbacks, berms and security fencing shall be provided to address the safety and sightline requirements of Transport Canada, and the Canadian National or Canadian Pacific Railways.

The need for such studies and appropriate safety measures will be determined on a case-by-case basis in consultation with the City, the MOECC, the Ministry of Transportation, Transport Canada, the Canadian National or Canadian Pacific Railways, the Thunder Bay Airport Authority, and any other relevant agency.

The development proponent shall be responsible for all costs associated with preparing noise/vibration studies, providing any required noise/vibration attenuation facilities, and any peer review required by the City.



## Noise Restricted Area

Lands located within the vicinity of the Thunder Bay International Airport as well as lands located near certain railway lands are included within a Noise Restricted Area, shown on Figure 3. Lands within this area shall be developed in accordance with the policies of this section and those of the specific land use designation.

All new buildings associated with a sensitive land use 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 Environment and Climate Change. Responsibility for compliance will rest with the development proponent, 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.

## Notification Agreements

Where new lots are created within the Noise Restricted Area, or any other area where noise and/or vibration could interfere with the use and enjoyment of sensitive uses, development proponents may be required to inform all prospective tenants or purchasers that noise or vibration may interfere with some of the occupant’s activities, and outline the mitigation and safety measures that have been taken or those required.

The development proponent may be required to enter into a Notification Agreement with the City. This agreement is to be registered on title, as a condition of a planning approval, and shall contain any required notices or warning clauses to the satisfaction of the City and the Canadian National or Canadian Pacific Railways.

## WILDLAND FIRE

Forested areas of the City may be associated with the risk of high to extreme wildland fire. The intent of this Plan is to protect public health and safety and property by generally directing development away from areas that are unsuitable for development due to the presence of hazardous forest types for wildland fire. ♡

Development may be permitted in areas with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards, as identified by the Ministry of Natural Resources and Forestry.

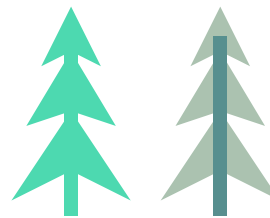
Development proponents submitting a planning application shall undertake a site review to assess for the presence of areas of high-to-extreme risk for wildland fire on the subject lands and adjacent lands (to the extent possible). If development is proceeding where high-to-extreme risk for wildland fire is present, measures should be identified by proponents to outline how the risk will be mitigated. The Zoning By-law may be used to regulate identified mitigation measures such as setbacks.

Areas of hazardous forest types for wildland fire may also contain, or be adjacent to, natural heritage features and areas. Measures to mitigate the risks associated with wildland fire shall be environmentally appropriate and shall not result in negative impacts on protected natural heritage features or their ecological functions. 🌿

Areas with the greatest potential for risks associated with high to extreme wildland fire, as identified by the Ministry of Natural Resources and Forestry, are shown on Appendix 1. These areas have been identified using the Ministry's forest resource inventories and are generally forested and composed of vegetation and conditions that represent forest fuels. Vegetation types that are considered to be a high to extreme risk for wildland fire include natural conifer forests and unmanaged conifer plantations that can include spruce (black or white), jack pine and balsam fir tree species along with immature red pine and white pine; and mixed wood forests with greater than a 50% conifer composition.

## FLOODING AND EROSION HAZARDS

The Lakehead Region Conservation Authority is responsible for regulating development and site alteration on lands adjacent to the shoreline of lakes, rivers and streams impacted by flooding or erosion hazards. Because flooding and erosion hazards may cause loss of life and may result in property damage, development on lands adjacent to the shoreline of a watercourse or waterbody affected by flooding or erosion hazards is restricted. Lands where development is restricted are designated as Natural Corridor and shall be zoned as Environmental Protection.



# PART 5

## CULTURAL HERITAGE RESOURCES

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## PART 5 - CULTURAL 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, cultural heritage resources, 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 cultural heritage resources, but their cultural heritage value 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 over twenty 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. These areas 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.

### CULTURAL HERITAGE RESOURCES DEFINED

Cultural Heritage sites include archaeological resources, built heritage resources, and cultural heritage landscapes. They are defined as follows:

**Archaeological Resources** - includes artifacts, archaeological sites, and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

**Built Heritage Resources** - a building, structure, monument, installation, or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, Provincial, and/or Federal registers.

**Cultural Heritage Landscape** - a defined geographical area that may have been modified by human activity and is identified as having cultural value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites, and natural elements, that are valued together for their interrelationship, meaning, or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, heritage trees, battlefields, mainstreets and neighbourhoods, cemeteries, trails, viewsheds, natural areas, and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

## GENERAL OBJECTIVES

The general objectives of the Cultural Heritage Resources policies are to:

- protect, with available legislative tools, significant cultural heritage resources, including archaeological sites;
- consider the interests of local Indigenous and Métis communities in conserving cultural heritage and archaeological resources;
- conserve and encourage enhancement of cultural heritage resources;
- identify and preserve significant public views to the fullest extent practical; and,
- identify and protect cultural heritage landscapes (e.g., historical gardens, grounds, landings, etc.)

## HERITAGE IMPACT ASSESSMENT

Where development, site alteration, public works or undertakings are proposed adjacent to or across the street from an individually designated heritage building (Part IV of the *Ontario Heritage Act*), a heritage conservation district (Part V of the *Ontario Heritage Act*), or a property of cultural value or interest, the City may require a development proponent to undertake a Heritage Impact Assessment along with satisfactory measures to mitigate any negative impacts on identified significant cultural heritage resources affected. The Heritage Impact Assessment shall be conducted by a qualified professional with expertise in cultural heritage resources to:

- identify the positive and adverse impacts on the heritage resource that may be expected to occur as a result of the proposed development;
- describe mitigation measures that may be required to prevent, minimize, or mitigate any adverse impacts; or,
- demonstrate that the proposed development will not adversely impact the defined cultural heritage value or interest of the property, and/or its streetscape/ neighbourhood.

As the Fort William Historical Park is considered a Cultural Heritage Site under Provincial Policy, any development proposed within 500 m of the historic interpretive area of Fort William Historical Park or within 200 m of any other active area of the Park may also require the submission of a Visual Impact Assessment prepared by a qualified professional to the satisfaction of the Ministry of Tourism, Culture and Sport to identify the potential for any adverse impacts on the operations or the historical context and integrity of the site.

## DESIGNATION OF HERITAGE RESOURCES

The *Ontario Heritage Act* may be utilized to conserve, protect, and enhance significant cultural heritage resources within the City by designating by by-law, individual properties, heritage conservation districts, and/or cultural heritage landscapes and archaeological sites.

Once designated under the *Ontario Heritage Act*, no alternation 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*.

Heritage conservation easements may be applied to properties where it is considered the appropriate tool to protect an identified cultural heritage resource.

Where development or site alteration affects cultural heritage resources, the City may enter into registered agreements under Section 41 of the *Planning Act* with the owners of designated heritage properties when it deems that financial securities are necessary to ensure the retention and conservation of heritage properties as part of a development.

The City shall conserve significant cultural heritage resources when undertaking municipal public works projects, as well as maintaining properties that are City owned.

The City may consider the preparation of a heritage management plan to inventory and research cultural heritage resources, and outline strategies and programs to protect them.

## HERITAGE ADVISORY COMMITTEE

The Heritage Advisory Committee (HAC) has been established, pursuant to the *Ontario Heritage Act*, to advise and assist Council on matters related to designation and other heritage conservation planning matters. Pursuant to the *Act*, and in consultation with the HAC, the City may by by-law:

- designate properties to be of cultural heritage value or interest, for their archaeology, built heritage, and cultural heritage landscape components; and,
- define the municipality, or any area or areas within the municipality, as an area to be examined for designation as a heritage conservation district.

## HERITAGE REGISTER

The City shall maintain a Register of Properties of Cultural Heritage Value or Interest, including properties designated under Part IV (individual properties) or Part V (heritage conservation districts) of the *Ontario Heritage Act*, and inventory any other properties of cultural heritage value or interest.



## HERITAGE CONSERVATION DISTRICT

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, and shown on Figure 4. 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, as well as environmental elements such as mature trees.

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



## ARCHAEOLOGICAL RESOURCES

Areas of archaeological potential are determined using Provincial screening criteria and archaeological records. Criteria include proximity to water, current or ancient shorelines, sandy soils, rolling topography, the remains of any building, structure, place, activity, or cultural feature or object such as unusual landforms, portage routes, or other places of past human settlement, which due to the passage of time, are on, or below the surface of land or water, and are significant to the history and understanding of a people or place. Significant Aboriginal and non-Aboriginal cemeteries or unmarked burial sites are archaeological sites.

The appropriate First Nations shall be provided notification in regard to the identification of burial sites and significant archaeological resources relating to the activities of their ancestors. If the City initiates the preparation of an Archaeological Management Plan, the appropriate First Nations shall be consulted and invited to participate in the process.

## Archaeological Assessment

Where a development proposal or site alteration is in an area that has archaeological potential, the City shall require the development proponent to undertake a Stage I Archaeological Assessment in accordance with requirements established by the Ministry of Tourism, Culture and Sport. The Assessment will serve to determine the nature and extent of the resources on the site. As a condition of any development proposal, the study shall be conducted by an archaeologist licensed under the *Ontario Heritage Act*. The study will be submitted to the City and to the Ministry of Tourism, Culture and Sport.

Where the Stage 1 Archaeological Assessment determines that a property or project area encompasses an archaeological site or area of archaeological potential, the City shall require further investigations through a Stage 2, and if necessary, Stage 3 and Stage 4 Archaeological Assessment. The study will be submitted to both the City and to the Ministry of Tourism, Culture and Sport. Any identified archaeological sites may be preserved in situ to maintain the integrity of the resource. Excavation of any significant archaeological sites by a licensed archaeologist may also be considered. If the site is determined to be of sufficient cultural heritage value or interest, the development may be prohibited.

Any alterations to known archaeological sites shall only be performed by licensed archaeologists, as per Section 48 of the *Ontario Heritage Act*.

The City may require a Marine Archaeological assessment to be conducted by a licensed marine archaeologist pursuant to the *Ontario Heritage Act*, if partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value are identified and impacted by shoreline and waterfront developments.

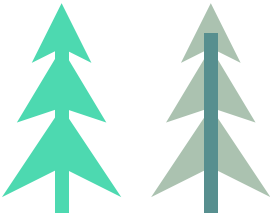
The City shall have regard for potential archaeological resources when undertaking municipal public works projects. The City shall require Archaeological Assessments along with satisfactory measures to mitigate any negative impacts on identified archaeological resources affected by public works or undertakings.

**SIGNIFICANT PUBLIC VIEWS**

Significant public views are to be identified and protected to the fullest extent practical. At present, views from Hillcrest Park and from Van Norman Street at College Street have been identified as significant. The Zoning By-law may be used to restrict development that would interfere with significant public views.

**PUBLIC ART**

The City recognizes that Public Art is a vital component in visually articulating our area’s heritage and past traditions, evolving community identity, and hopes. The City will promote a strong civic identity that recognizes the rich history and cultural diversity of the community, and quality public art.

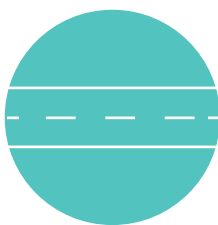


# PART 6

## PUBLIC INFRASTRUCTURE

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## PART 6 - PUBLIC INFRASTRUCTURE



Public infrastructure includes water and sanitary systems, stormwater systems, roads, street lighting, trees, active transportation systems, transit, municipal parking, utilities, and municipal waste management.

Public infrastructure represents a major investment of public funds. It is important that these investments be appropriately protected and managed. It is recognized that proper planning is required so that adequate public infrastructure is available to meet the City's servicing and transportation needs for both the present time, and into the future. It is important that public infrastructure foster lifestyle habits that improve community health, safety and quality of life.

### GENERAL OBJECTIVES

The general objectives of the Public Infrastructure, Services and Facilities policies are to:

- provide adequate public infrastructure to meet the present and future needs of the City, its residents and employers, by means of efficient, fiscally sustainable, and economically sound planning and asset management;
- co-ordinate the delivery of public infrastructure with other providers to best serve the public's interest;
- maintain consistent standards with respect to the provision of public infrastructure and equitable cost recovery associated with its provision, operations, and maintenance;
- design and construct public infrastructure to avoid, minimize, or mitigate negative impacts on the natural environment, and to minimize risks to public health and safety; 🌿
- provide a full range of public infrastructure to serve and accommodate residents of all ages and abilities in appropriate locations; 💛
- promote a land use and development pattern that maximizes the use and efficiency of public infrastructure; 📈
- encourage the development and redevelopment of public infrastructure in a manner that is resilient to the anticipated impacts of a changing climate and disruptions to critical community infrastructure; and, 🌡️
- protect public infrastructure by means of a right-of-way or easement as appropriate.

## **WATER, SANITARY, AND STORMWATER SYSTEMS**

### **Objective**

The objective of the Water, Sanitary and Stormwater Systems policies is to:

- guide the construction and maintenance of a safe, efficient, cost effective, and environmentally responsible water, sanitary, and storm water treatment, distribution, and collection system.

### **Planning and Construction**

The City shall plan and construct its water, sanitary and stormwater systems in ways that meet or exceed Ministry of the Environment and Climate Change Guidelines. The water and wastewater systems shall be planned and constructed to provide appropriate land development opportunities as required by other policies of this Plan, and to effectively recover the costs of these systems to the fullest extent possible.

In accordance with the hierarchy of services identified in the Provincial Policy Statement, public water and sanitary services are the preferred form of servicing.

### **Scope and Financing**

It is the intent of this Plan that water and sanitary facilities be provided to serve those lands inside the Urban Settlement Area shown on Schedule A, subject to the following:

- the provision and maintenance of such services is feasible and appropriate from an engineering, phasing, and financial point of view; and,
- the total cost of providing these services to new developments will be the responsibility of the development proponent. However, in accordance with the City's practices and procedures, the City may participate in those costs associated with the over-sizing of certain services when it is considered necessary in order to accommodate future

development. As development proceeds, the City shall recover the over-sizing costs from the benefiting landowner when development proceeds.

### **Water Treatment**

The City owned and operated Bare Point Water Treatment Plant, located on the shores of Lake Superior, provides all the water for the City of Thunder Bay.

Raw water is fed by gravity into the plant through a 1350mm diameter pipe that begins nearly 1 km from the shoreline. Screens remove debris and particles from the raw water before it is drawn through the membrane filtration system. The drinking water is then disinfected with sodium hypochlorite prior to being pumped into the City's distribution system.

The plant has the operational capacity to provide 113.5 million litres of water per day. Figure 6 shows the location of the Water Treatment Plant.

### **Water Conservation**

Policies, regulations, and/or fee structures may be developed to encourage water conservation.

### **Water Pressure**

Development that is intended to be served by the City's piped water system will only be permitted where adequate and reliable flows and pressures are available for the purposes of both domestic use and fire protection and where the development will not negatively impact existing service.

### **Extension of Public Water and/or Sanitary Services**

The extension of public water and sanitary services is prohibited outside the Urban Settlement Area. In Rural Settlement Areas the extension of water service may be permitted in accordance with the policies of this Plan.

The extension of municipal piped water or sanitary collection systems 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, or to address failed systems.

**Reserve Capacity**

Development will not be permitted unless sufficient reserve capacity is available to support the proposed development.

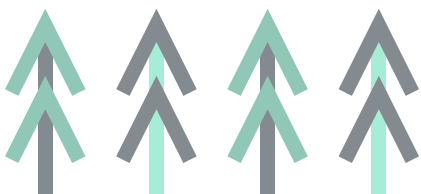
**Discharge**

In the case of new development, no surface water, ground water, roof drainage, or building foundation drains shall be discharged into the City’s sanitary sewer system. The City may undertake to identify and obtain compliance on existing systems that do not meet this standard where practical.

**Sewage Treatment**

The City owned and operated Atlantic Avenue Water Pollution Control Plant provides primary and secondary treatment, phosphorous removal, sludge digestion, and de-watering of the City’s wastewater. The plant also uses a nitrification process to eliminate ammonia in the wastewater.

Raw sewage, from across the City, is collected in large trunk sanitary sewers and flows, mainly by gravity, to the Plant. The final treated effluent is disinfected by ultraviolet light (seasonally) before being discharged to the Kaministiquia River. Figure 6 shows the location of the Sewage Treatment Plant.



**STREET LIGHTING AND TREES**

Street lighting and trees shall be provided within the Urban Settlement Area and within Rural Settlement Areas, where appropriate. Where feasible and appropriate, pedestrian-scale lighting shall be provided on sidewalks and multi-use trails.


**UTILITIES**

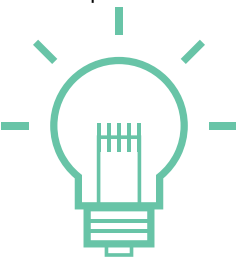
Lands designated Utilities are intended to recognize existing major utility facilities that provide service related to electric power, natural gas, crude oil, telecommunications, or public service facilities.

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

To enhance the compatibility of uses within the Utilities designation with surrounding land uses, appropriate setback requirements, on-site berming, fencing or other landscaping features or other mitigative measures shall be considered.

**Provision and Extension of Utilities and Services**

The City shall allow for the provision and extension of electricity generation facilities and transmission and distribution systems, and gas, oil, and telecommunications infrastructure to serve the current and future needs of the City. Utilities and services will be provided in consultation and co-ordination with the responsible regulatory agencies and any public and private service providers. Any adverse impact these services may have on existing development or the natural environment shall be avoided, minimized, or mitigated, as confirmed through an Environmental Assessment process, as applicable. Extensions shall proceed as development occurs in a manner and location as determined by the respective service provider. 



## Utility Corridors and Rights-of-Way

Utility infrastructure, including electricity generation facilities, electricity transmission and distribution systems, pipelines, telecommunications, and public service facilities, shall be protected by means of a right-of-way or easement satisfactory to the City and where feasible, the shared or multiple use of transmission towers, poles, hydro corridors and major road rights-of-ways shall be encouraged.

Lands protected by easement may be required to be free from all encumbrances and may require the submission of a Record of Site Condition.

New development on adjacent lands that could preclude or negatively affect the use of the corridor for its intended purpose shall not be permitted.

New development proposed on lands adjacent to existing or planned utility corridors should be compatible with, and supportive of, the long-term purposes of the corridor and shall be designed to avoid, mitigate or minimize negative impacts on and from the corridor.

Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, proponents should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc.

## Installation of Poles, Lines and Plants

Utility poles, structures, lines, plants, and electricity generation facilities and transmission and distribution systems required to serve the public shall be installed in an efficient, coordinated, and economical manner with minimal disruption to existing development.

## Underground Servicing

Where feasible, utility and distribution lines are to be installed underground within the Urban Settlement Area to minimize their adverse visual impacts, and to minimize damage and service interruptions due to extreme weather events, which are expected to increase in frequency with a changing climate. 🌡️

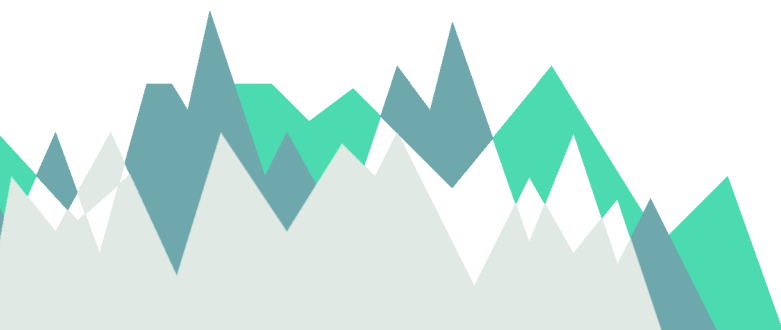
## Renewable Energy

The City will support and encourage the development of renewable energy systems and alternative energy systems where they are compatible with the community and neighbouring land uses, and where municipal services and infrastructure are not negatively impacted.

The City recognizes that legislation exempts renewable energy projects from official plan policies, zoning by-laws, and site plan control, however renewable energy proponents will be encouraged to cooperate, consider, and communicate with the City, host property owners, and the community during all phases of project development and operation, and will be encouraged to comply with the policies of this Plan.

Renewable energy facility site locations, site layouts, and associated transmission and distribution infrastructure should, at minimum, address visual, noise, traffic and land use compatibility impacts to sensitive land uses, resources, cultural heritage resources, and natural heritage features and areas to the extent required through applicable Provincial legislation and regulation.

The City may develop and establish specific requirements for public consultation on renewable energy projects in addition to the regulations pursuant to the *Green Energy Act*.



## Municipal Waste Management Facilities

The location, operation, monitoring, maintenance, and rehabilitation of waste management facilities, which includes solid waste disposal and recycling, are a City responsibility. Figure 5 shows the location of the Solid Waste and Recycling Facility and recycling depots.

The facility will be operated, closed, rehabilitated, and monitored in accordance with the site Certificate of Approval issued by the Ministry of Environment and Climate Change and applicable Provincial standards and requirements.


The City will consider the implications of development and land use patterns on waste generation, management, and diversion.

The City's existing Solid Waste and Recycling facility which includes the sanitary landfill, household hazardous waste depot, leaf and yard waste disposal, and recycling depot will be utilized for as long as it is economically, environmentally, and technically feasible. This facility is expected to serve the City until 2033.

Land set aside for the sanitary landfill has a capacity that exceeds the life span of this Plan. The City has commenced, and will continue, the required planning to extend the land area that is covered by the existing Certificate of Approval.

The expansion of the Solid Waste and Recycling facility onto land not currently designated for waste management use will require an amendment to this Plan. Such an expansion will require an Environmental Impact Study, and be subject to appropriate Provincial standards and requirements, including the *Environmental Protection Act* and the *Environmental Assessment Act*.

Management of the Solid Waste and Recycling facility shall be guided by the following principles:

- every effort should be made to minimize adverse impacts on the natural environment; 
- 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,
- 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.









## TRANSPORTATION

The transportation system consists of many modes of travel, many types of travel routes, and various supporting facilities including roads, sidewalks, trails, public transit, parking, the airport, harbour, and railways.

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. It is designed to facilitate the safe and convenient movement of people and goods between land uses within the City, and to external destinations. With the exception of the Airport, transportation facilities are permitted as complementary uses within all land use designations.

### General Objectives

The general objectives of the Transportation policies are to:

- recognize the importance of the road, active transportation, and multi-use trail networks, and airport, harbour and railway facilities to the economic and social well-being of the City, and to the quality of life for citizens; and to support their maintenance and safety;  
- provide a cost effective, reliable, connected and integrated intermodal and multi-modal transportation system that allows for the safest, most economical and efficient service delivery and movement of people and goods. Access to jobs, healthy food, housing, schools, cultural and recreational opportunities, and goods and services will be in a manner compatible with all existing and proposed land uses; 
- develop a transportation system that facilitates the effective provision of emergency management services to all areas of the City; 
- develop a transportation system that enhances the natural and built environments and minimizes impacts, especially in established residential neighbourhoods;
- plan, design, construct, operate and maintain a transportation system that is accessible to users of all ages and abilities; 
- provide for adequate, appropriately located, and properly designed supporting facilities including municipal parking facilities, park and ride centres, on-street parking, wayfinding, bicycle parking and storage facilities, transit stations and maintenance facilities, docking for commercially and privately-owned boats, and land-based marina services;
- provide a transportation system that supports economic development and the City's strategic initiatives that support social and environmental goals; 
- encourage the use of energy efficient modes of travel such as public transit, car-pooling, bicycles, walking and other non-motorized forms of transportation;
- support the goals of the City's Transportation Demand Management Plan, and Transportation Master Plan;
- integrate a multi-use trail system which provides for linkages, and allows for the safe and convenient movement of cyclists, pedestrians, and alternative transportation modes; and, 
- facilitate the development of a road network that promotes appropriate and efficient land use patterns and densities that support reduced vehicle trips and alternative transportation modes, including transit. 

## Sustainable Transportation System

To provide for an integrated and sustainable transportation system the City shall:

- evaluate and incorporate into the system any and all forms of transportation design, hardware, and support systems that meet the optimal performance standards in terms of capabilities, environmental sensitivity, cost-effectiveness, energy consumption, accessibility, and safety, based on available resources;
- encourage the co-ordination and co-operation of all transportation systems related to both private and government agencies in order to meet the City's strategic goals;
- anticipate, designate, and protect appropriate transportation rights-of-way, as well as areas that are required for future transportation facilities in co-operation with senior levels of government, neighbouring municipalities, First Nations, and private land owners;
- avoid, minimize, or mitigate any adverse effect that any of the transportation networks may have on the natural environment or public health; 🌿
- develop and redevelop rights-of-way under full construction or full reconstruction in accordance with the Urban Design and Landscape Guidelines, the Image Route Guidelines, the Active Transportation Plan, the City's Engineering Development Standards, and the Parks and Open Spaces Standards and Specifications, as appropriate;
- encourage initiatives to synchronize and optimize traffic signals;
- support and facilitate the development of a wayfinding system, including maps and signage throughout the City; and,
- plan for a high degree of connectivity to, within, and between designated nodes and corridors to facilitate safe and convenient movement by all travel modes. 💚

## Transportation Planning Process

It is intended that the City's transportation planning process be innovative, cost-effective, responsive to changing transportation needs and approaches, and proactive in

influencing travel behaviours. The City recognizes that the design of the transportation system and corresponding land use has a direct impact on individual travel behaviour and choice. The City will encourage a transportation network that is consistent with the principles of the Thunder Bay Transportation Demand Management Plan and Transportation Master Plan. Elements of the transportation planning process will include:

- short-term needs analysis and operational planning;
- monitoring of pedestrian, bicycle and vehicle traffic volumes and travel characteristics;
- the analysis of pedestrian, bicycle and vehicle traffic and public transit impacts associated with major development proposals, and the integration of methods or measures to avoid, minimize, or mitigate negative impacts;
- consideration of the projected demand, and the potential costs and benefits, including transportation demand management measures, of alternative design options, when considering the long-term expansion and upgrading of the transportation system;
- the preparation of schedules and cost estimates for transportation improvements that are suitable for the development of capital project priorities in the City's Capital Budget; and,
- where appropriate, consideration of the requirements contained within the Municipal Class Environmental Assessment process.

## Transportation Analysis

During the process, or as a condition of any planning approval, the City may require a transportation analysis, impact statement, or study prepared by a qualified professional with recognized expertise in the appropriate disciplines, to the satisfaction of the City Engineer. The analysis shall identify the effects of the proposed development on traffic and on abutting and surrounding streets, and recommend any appropriate transportation expansion, alteration, upgrade, or improvement required to maintain optimal operations. Where expansions, alterations, upgrades or improvements are required, the cost shall generally be the responsibility of the development proponent.

## AIRPORT, HARBOUR, AND RAILWAY FACILITIES

### Objectives

The objectives of the Airport, Harbour, and Railway policies are to:

- recognize the economic importance of the Thunder Bay International Airport to the City and region; ↗
- support efficient and cost effective air transportation, and the protection and enhancement of airport operations;
- support the Thunder Bay harbour in maintaining and developing its role as a major Canadian bulk and dry goods handling facility; ↗
- promote marine transport as an important part of the transportation system, recognizing that it has particular relevance to industrial, resource, recreation, and tourism activities in the City and Northwestern Ontario;
- recognize the importance of the rail infrastructure and its critical role in the effective movement of goods and the long-term economic growth of the City; and,
- 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.

### Airport Land Use

Lands under the control of the Thunder Bay International Airports Authority Inc., and a number of adjoining properties, are designated as Airport and shown on Schedule A. The use and development of lands designated as Airport will 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, subject to an amendment to the Zoning By-law, include a range of commercial and light industrial uses that are not directly related to the operation of the airport, but support, or are compatible with, the operation of the airport, and meet the objectives of the Airport Community Improvement Plan and the Master Plan for the Thunder Bay International Airport.

### Development within Airport Areas

Development 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.

The City shall introduce zoning regulations to protect flight paths from building or structure heights that could interfere with, or pose a danger to, planes and air traffic.

## Marina and Harbour Docking Facilities

The City 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: ↗

- 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 wetlands, shorelines, and environmental protection; 🌿
- the provision of adequate and appropriately designed docking and launching facilities to meet the needs of resident boating enthusiasts and tourists;
- the maintenance and improvement of marine support services and facilities for recreational and commercial users; and,
- the integration of docking facilities with other transportation systems and infrastructure.

In collaboration with the Port of Thunder Bay, the City shall 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.

## Railway Facilities

Railways 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.

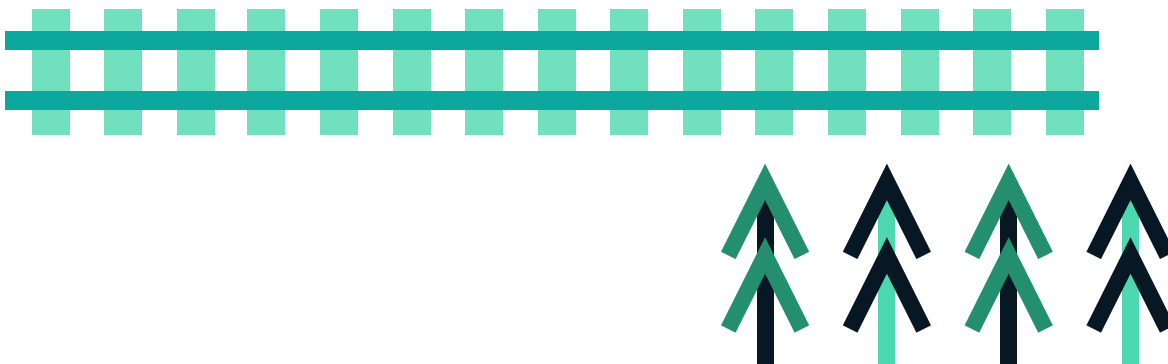
The City shall continue to seek the rationalization of rail tracks and traffic to reduce conflict between rail and road traffic, and to encourage major rail movements during off-peak traffic flows in those areas where rail lines and major arterial roads intersect.

Where appropriate, the City shall seek appropriate government assistance in constructing grade separations for level crossings and other measures to improve safety at level crossings.

The City shall support strategic infrastructure improvements to support and protect the continued viability and capacity of the rail corridors and yards.

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 rail network, facilitate the redevelopment of railroad lands for appropriate uses, or improve upon the compatibility of existing facilities with adjacent uses.

Sensitive land uses are not encouraged adjacent to, or in close proximity to rail facilities. With respect to rail facilities that are also Major Facilities such as freight railyards, new or expanded sensitive land uses within 300 metres shall be avoided. Any proposed new sensitive land uses within 300 metres must address the Separation of Uses policies of this Official Plan, the Land Use Compatibility policies of the PPS and the FCM-RAC Guidelines.







## ROADS

### Objectives

The objectives of the Roads policies are to:

- establish and maintain a clear, functional hierarchy of roads that maximizes the use of existing facilities;
- control the development of privately initiated new roads, and the extension of existing roads;
- accommodate inter-regional and cross-country traffic, with minimal disruption to local motorists and residents;
- direct large volumes of commercial and automobile traffic away from residential areas;
- direct development to support the intended function of each road classification;
- allow for, and facilitate, the easy, safe, and efficient, movement of pedestrians, cyclists, transit users, and motor vehicles throughout the City; and, 
- facilitate the establishment of efficient public transportation routes for goods services and people.

### Classifications of Roads and Right-of-Way Widths

Several road classifications are used within the City, each having a specific function, set of restrictions, and deemed right-of-way widths. Roads under the City's jurisdiction will incorporate a Complete Streets approach and be designed to balance the needs and priorities of the various users and uses within the right-of-way. The intent of the deemed right-of-way is to accommodate: 

- i. The safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network.
- ii. Space for other street elements or infrastructure, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, street furniture, and wayfinding.

The design and type of facilities provided within the right-of-way should comply with the City's Engineering Development Standards and other applicable strategic documents. Road classifications are shown on Figure 6 to this Plan. Right-of-way widths shall be protected in order to allow roads to be constructed or reconstructed to the full-function of their classification. For this reason, planned right-of-way widths are shown on Figure 7 to provide for their protection through the various types of planning applications.

Changes to road classifications and corresponding right-of-way widths resulting from the Transportation Master Plan will be updated on Figures 6 and 7 without amendment to this Plan.



### **Expressways**

Expressways are planned, designed, and constructed to carry large volumes of long distance and intra-municipal traffic travelling at relatively high speeds. Pedestrian and cyclist traffic is permitted on Expressways when appropriate facilities to separate them from vehicles are provided. The minimum right-of-way width of an expressway is 100 metres. No direct access from private property to an Expressway is permitted.

### **Major Arterials**

Major arterial roads are planned, designed, and constructed to carry large volumes of through-traffic (vehicles, transit, pedestrians, cyclists) travelling at moderate speeds throughout the City. The minimum right-of-way width of a major arterial road is 30 to 36 metres. No direct access from private property will be permitted where a lesser road classification is available for access. Driveway restrictions, joint access points and turning movement restrictions may be required.

### **Minor and Rural Arterials**

Minor and rural arterial roads are planned, designed, and constructed to carry moderate volumes of through-traffic (vehicles, transit, pedestrians, cyclists) travelling at moderate speeds throughout the City. The minimum

right-of-way width of a minor arterial road is 24 to 30 metres. Direct access will not be permitted where a lesser classified road is available. Direct access will only be permitted as approved by the City Engineer.

### **Collectors**

Collector roads are planned, designed, and constructed to carry moderate volumes of medium-distance traffic (vehicles, transit, pedestrians, cyclists) travelling at moderate speeds between local and arterial roads. The functions of accommodating traffic movements and providing direct access to properties are of equal importance. The minimum right-of-way width of a collector road is 20 to 24 metres.

### **Local Roads**

Local roads are planned, designed, and constructed to provide property access and carry low volumes of traffic (vehicles, transit, pedestrians, cyclists) travelling at relatively slow speeds between points of origin and collector roads. The minimum right-of-way width of a local road is 20 metres.

## **Dedication of Deemed Right-of-Way Widths**

In accordance with the *Planning Act*, the City will require the dedication of land to achieve the deemed right-of-way. It is intended, but not always possible, that equal widths be taken from each side of the right-of-way.

Road widenings, in excess of the right-of-way requirements that have been established by this Plan or additional lands, may be required to accommodate turning or stacking lanes, traffic control devices, sight triangles, and/or transit stops.

The right-of-way of proposed roads shown on Figure 6 will be acquired through the approval of plans of subdivision or consents to sever, through Site Plan Control, as a condition of development or redevelopment, by negotiated purchase, or by expropriation where necessary.

Lands acquired by the City shall be free from all encumbrances and may require the submission of a Record of Site Condition.

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

Where the dedication of a road widening results in non-compliance with the Zoning By-law, any deficiencies with respect to lot area, lot frontage or depth, and/or any setbacks to existing buildings, shall not be considered an encumbrance to development.

## Road Alignments

Proposed arterial and collector roads shown on Figure 6, may be required to meet transportation needs associated with growth within, or beyond, the current planning horizon. 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 through a planning process under the *Environmental Assessment Act*.

Subdivision plans shall be designed in keeping with proposed alignments to create a system of arterials and collectors which will provide for a safe and efficient flow of traffic.

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 to avoid, minimize, or 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.

## Design of Roads

The road system shall be designed to facilitate functional, convenient, and efficient movement of all modes of transportation within and between neighbourhoods; however, through vehicular traffic on local streets shall be discouraged in residential areas. 💚

Where feasible, roads within the Urban Settlement Area shall be designed to include provisions for:

- pedestrians and non-motorized traffic by way of sidewalks, median strips, or boulevards and crossing opportunities to provide access across and between roads;
- adjacent residences by appropriate tree planting, landscaping, berms, or other forms of aesthetic and noise reducing applications; and,
- persons with disabilities, through designs that include provisions for accessibility.

All new road construction and the design of all new road networks shall be in accordance with the City's Engineering Development Standards, and shall include consideration of area topography, drainage, and the development of abutting properties.

Within the Urban and Rural Settlement Areas all new roads shall be constructed to the full urban standard as outlined in the City's Engineering Development Standards.

## New Roads

In addition to the preparation and updating of the Transportation Master Plan, the City shall, through the Secondary Plan process, establish the need for, and general location of, required collector and arterial roads based on projected traffic generation from the developing area. The general location and need for new local roads, or the extension of existing roads, may also be considered. Any local road locations not established through Secondary Planning shall be determined and designed through the subdivision planning process, and shall comply with Secondary Plan policies and the City's Engineering Development Standards.

The opening of new roads or existing unopened road allowances, and the extension of existing roads within areas designated as Rural, with the exception of the Rural Settlement Areas and proposed roads or alignments shown on Figure 6, will not be permitted. However, the creation of cul-de-sacs at the end of existing dead end roads may be considered where this type of minor road extension or improvement would facilitate improved City operations or enhance safety.

## Traffic Calming

The City shall support the use of traffic calming design and control techniques that help to slow down traffic, particularly in school zones and areas of high pedestrian activity; promote pedestrian, bicycle and transit use; and improve the real and perceived safety of the City's streets. ♡

## Access Controls

It is a policy of this Plan to protect the designated functions of expressway, arterial, and collector systems, where appropriate, by:

- 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, turning movement controls through the use of medians and/or signage, or the introduction of one-way streets;
- limiting the number of collector road intersections with expressways and arterial roads;
- 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;
- eliminating, where possible, existing driveway entrances within 15 metres of an arterial road or collector road intersection;
- controlling the number and design of driveway entrances into multi-residential, institutional and commercial properties; and,

- assessing the needs, areas of concern, and gaps in points of access to provide for safe, accessible, convenient access, and to maintain a well-connected pedestrian and cyclists network that is efficient for users. ♡

## Laneways

The use of public and private laneways may be permitted subject to an evaluation by the City, at which time functional, operational, maintenance, and financial issues will be considered and addressed by the development proponent if required.

## Truck Route System

The City 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. ↗

Except for local deliveries, heavy trucks are encouraged to use Provincial highways and expressways. Some street and time restrictions are appropriate to reduce negative impacts of truck traffic on residential neighbourhoods.

Vehicles carrying dangerous materials or substances should utilize 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.



## PROVINCIAL HIGHWAYS

Provincial highways are under the jurisdiction of the Ministry of Transportation (MTO). They are planned, designed, and constructed to carry large volumes of long-distance and intra-municipal traffic at relatively high speeds.

Provincial highways provide the major north/south route through, and around, the City of Thunder Bay. They also provide the only east/west connection to the rest of the Province and the Country, as well as the only north/south connection to the United States. These Provincial highways include Highway 11/17, Highway 61, and Highway 102.

These highways in particular, as well as the Provincial highway system in general, have a substantial impact on the land use and economic development of the City and its environs.

To manage these highways, and to protect their function for the City and the region, the following policies shall apply:

1. Direct access onto a Provincial highway is prohibited unless approved through an Environmental Assessment and/or a permit from the MTO. Development shall be encouraged to utilize local roads and service roads wherever possible. Where access is a possibility, any new proposed access connection (i.e. public road or signalized intersection) will only be considered to those properties that meet the requirements of the MTO's access management practices and principles.
2. In addition to all the applicable municipal requirements, all proposed development located adjacent to, and in the vicinity of, a Provincial highway within the MTO's permit control area under the *Public Transportation and Highway Improvement Act*, will also be subject to MTO approval. Early consultation with the MTO is encouraged to integrate municipal planning initiatives with Provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to, or in the vicinity of, a Provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements in addition to the City's Engineering Development Standards.
3. A traffic impact study, prepared by a professional and certified engineer approved by the MTO, may be required to address both the impact of any new development upon the Provincial highway system, as well as any associated highway improvements that are required prior to the approval of the development.
4. The MTO's policy is one highway entrance for one lot of record. Back lot development cannot use another entrance for access to a Provincial highway; to be eligible for direct access to a highway, the property must abut the highway corridor.
5. Any proposals for snowmobiles or trail crossings of Provincial highways will require the prior approval of the MTO.
6. A drainage/stormwater management report/plan shall be prepared by the development proponent, and reviewed and approved by the MTO for those developments located adjacent to, or in the vicinity of, a Provincial highway whose drainage may impact the highway and/or downstream properties.
7. Outdoor storage and loading areas should be visually screened or appropriately located so as not to be visible to the traveling public.
8. For highway safety reasons, wind turbines located adjacent to a Provincial highway will be set back from the highway property line a minimum distance equal to the distance of the height of the wind turbine structure plus the length of one blade.

## **PARKING**

### **Objectives**

The objectives of the Parking policies are to:

- recognize on-street and off-street parking as an important component of the transportation system; and,
- provide for 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 that promotes accessibility, compatibility with adjacent land uses, and is consistent with the Urban Design and Landscape Guidelines.

### **On-Street Parking**

On-street parking is prohibited on expressways and generally prohibited on arterials. On-street parking may be permitted on other classes of roads, but is not guaranteed. On-street parking permissions shall be based on pavement width, individual road function, peak traffic flows, turning movement sight lines, and winter road maintenance.

### **Off-Street Parking**

Appropriate standards for off-street parking including short and long term bicycle parking facilities, 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, surface treatment, lighting and buffering of off-street parking areas, shall be applied through the Urban Design and Landscape Guidelines and the site plan approval process. The intent of such standards shall be to achieve safe access, efficient usage, safe movement of pedestrians through parking areas, improved aesthetics, and minimized impact on adjacent land uses and the City's stormwater management system. Design standards shall also provide for the special parking requirements of vehicles driven by, or used to transport, persons with disabilities.

All off-street parking areas for new residential development over two units, and all non-residential development, should provide for egress in a forward motion.

New developments shall provide an adequate supply of off-street parking to meet anticipated demand. The leasing of rights-of-way to meet off-street parking requirements shall not be permitted.

### **Bicycle Parking**

The provision of bicycle parking facilities improves the viability of cycling as a convenient mode of transportation. Bike racks shall be appropriately located in boulevards, within rights-of-way, and in off-street parking areas.

### **Public Parking**

The City shall contribute to the supply of public parking through on-street metered and unmetered spaces, surface parking lots, and parking structures.

### **Waterfront Parking**

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

## **PUBLIC TRANSPORTATION**

Public transportation plays a key role in supporting the quality of life and economic development of the City by providing effective, efficient, affordable, safe, and accessible transit services to residents. 🍷

### **Objectives**

The objectives of the Public Transportation policies are to:

- provide the citizens of Thunder Bay with a public transportation system that is responsive to their transportation needs in terms of cost, efficiency,

accessibility, and reliability;

- provide and maintain transit infrastructure such as concrete pads, shelters, sidewalks, wayfinding and informational signage to support the transit system; and,
- promote development that is conducive to the efficient operation and increased use of the public transit system.

## Transit Use

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

- encouraging higher density development in the vicinity of established urban transit routes;
- ensuring that new residential developments offer convenient and direct access to public transportation facilities;
- 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; ♥
- encouraging the provision of public transit service within reasonable walking distance of all urban uses;
- making provisions for adequate and appropriate pick-up and drop-off points including the provision of benches, bus shelters, and bike parking;
- integrating pedestrian walkways, multi-use trails and intersections of major roads and major activity centres or destinations with transit stops;
- 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; and,
- providing and maintaining infrastructure such as sidewalks and bike lanes to support the transit system.

## ACTIVE TRANSPORTATION

Active transportation includes all non-motorized modes of travel, particularly walking and cycling, and assistive devices. The active transportation system, which includes sidewalks, trails and on-road bicycle facilities, will be accommodated and encouraged within, and across, the City's right-of-way network, and open space networks. Active transportation is a key component of a safe, innovative, accessible, and integrated transportation system that creates transportation equity, connections, quality of place, and promotes healthy lifestyles. ♥

## Objectives

The general objectives of the Active Transportation policies are to:

- plan, design, operate, and maintain the road, multi-use trails, and open space networks to support a complete, accessible, and connected active transportation system for users of all ages and abilities; ♥
- provide a rationalized system of pedestrian sidewalks, walkways, and multi-use trails, which allows for the safe, effective, accessible, convenient, movement of pedestrians, people using mobility devices, joggers, recreation enthusiasts and cyclists throughout the City; ♥
- support the planning and development of bicycle routes, pedestrian paths, and multi-use trails that provide linkages among open space areas, and major activity centres or destinations, which enhance the convenience, safety, and enjoyment of these modes of travel; and, ♥
- identify and address gaps in the active transportation network including sidewalks, walkways, paths, multi-use trails, bike lanes, and protected street crossings between and within residential, commercial, institutional, recreational, and open space areas. ♥

## Connected and Accessible Network

The existing pedestrian and bicycle network will be maintained and expanded through the planning and construction of additional pedestrian sidewalks, walkways, paths, multi-use trails, bike lanes, and protected street crossings with co-ordinated signage, where appropriate, throughout the City.

When planning for active transportation, priority will be given to providing links to destinations frequented by children, youth, older adults, and those less likely to drive, and areas of high pedestrian activity. ♡

New development shall provide for, or take full advantage of, active transportation routes by providing additional linkages. Where appropriate, bicycle parking and/or storage facilities and rest areas for pedestrians will be encouraged, and the use of traffic calming measures and good road design practices will be supported to improve conditions and safety for pedestrians and cyclists. ♡

All municipal and private new construction projects shall be planned, designed, operated, and maintained to the standards, goals, and first principles of the City's Active Transportation Plan, Transportation Demand Management Plan and the Transportation Master Plan. Municipal reconstruction projects shall meet these plans as resources and rights-of-way allow.

## Pedestrians

Sidewalks facilitate active living and are an essential component of good neighbourhood design, providing a safe pedestrian environment, and access to other transportation links such as transit stops and trails. Curbs, boulevards, and sidewalks provide for convenient, and safe pedestrian movement. ♡

New developments shall provide for adequate and appropriate pedestrian access. The City may acquire lands to provide pedestrian facilities as a condition of approval.

It is policy of this Plan to provide the following on new and reconstructed roads within the Urban Settlement Area, when feasible:

- Sidewalks on both sides of urban arterial and collector roads adjacent to developed lands;

- Sidewalks generally on both sides and on at least one side of urban local roads;
- High quality pedestrian connections to transit;
- Pedestrian connections to recreation areas and areas of major pedestrian activity.

Sidewalks are to be built and maintained to a standard that facilitates the mobility of residents and visitors of all ages and abilities.

## Cyclists

Cycling is recognized as an additional mode of transportation that can play a positive role in improving mobility and quality of life. ♡

Bicycle facilities for all new road links, and road widening projects will be considered based on an assessment of safety, potential usage, cost, designated cycling routes, and connections to areas of major pedestrian activity, transit, and major employment, educational, or recreational areas, and on recommended routes identified in the Active Transportation Plan.

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.

## Multi-Use Trails

The City will implement, in a staged fashion, a trail network, as outlined in the Active Transportation Plan.

The planning and design of trails shall be flexible to respond to changes in demand, and to serve the needs of a wide range of users including residents, employees, and tourists. A network of continuous trail links between residential, commercial, institutional, and recreational areas will be encouraged. ♡

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





# PART 7

## COMMUNITY SERVICES, FACILITIES AND RECREATION

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## PART 7 - COMMUNITY SERVICES, FACILITIES AND RECREATION



This Plan encourages the development and operation of appropriate community, recreational, and cultural services and facilities.

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.

The provision of adequate community, recreational and cultural 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, recreational, and cultural services, or private facilities, it can often play a supportive role. ♡

The Community designation applies to various large-scale recreational and cultural facilities, private and public open spaces, parklands, and cemeteries that serve both local and regional needs. Community uses include both active and passive parks, as well as playgrounds, swimming pools and splash pads, community centres, arenas, golf courses, sports fields, marinas, historical sites, and other similar uses. Community areas are shown on Schedule A of this Plan. Small scale open spaces, parks, and recreational and cultural facilities are an essential part of a neighbourhood's fabric, and are permitted throughout the Residential areas shown on Schedules A and D.

Special consideration is to be given to the formation of linkages between Community areas, and between Community areas and other related land uses such as residential areas or school sites. ♡

### GENERAL OBJECTIVES

The general objectives of the Community Services, Facilities and Recreation policies are to:

- provide for areas, services, and facilities that address the community, recreational, and cultural needs of the City's residents and the visiting public, in accordance with directives that have been established in the Parks Master Plan and the Culture Plan;
- achieve equitable and efficient access, distribution and integration of community, recreational, and cultural services and facilities across the City to meet the needs of people of all ages, backgrounds, and abilities throughout all stages of their lives; ♡
- plan, design, and construct public buildings and other facilities that are accessible to users of all ages and abilities;
- connect recreational and cultural areas, and facilities through the utilization of existing multi-modal transportation routes, or the provision of new multi-modal transportation opportunities; ♡
- maximize the natural recreation potential afforded by interesting topography, wetland, and shoreline areas while protecting and preserving these features; and, ♡
- promote site selection and designs which incorporate Crime Prevention Through Environmental Design principles to facilitate the visibility of public open spaces and reduce opportunity for crime. ♡

## PROVISION OF COMMUNITY SERVICES AND FACILITIES

Sufficient supplies of land shall be designated to permit the development of public facilities and the provision of services and recreational opportunities considered appropriate to meet the needs of the community.

The provision of an appropriate range of community, recreational, and cultural services and facilities shall be considered when preparing Secondary Plans for the Growth Area.

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.

## ACCESS TO COMMUNITY SERVICES AND FACILITIES

The use of public transportation and the development of multi-modal transportation routes will be supported to improve public access to services, facilities, and recreational areas. ♡

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.

## PRIVATE RECREATION

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

Where lands designated as Community 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.

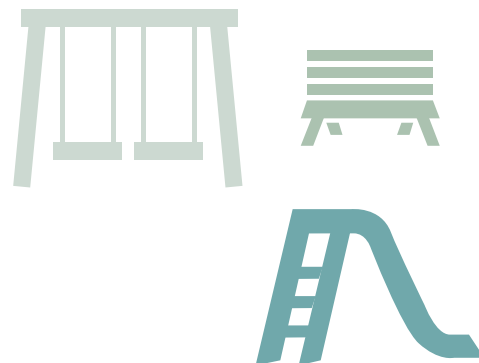
## ACTIVE AND PASSIVE PUBLIC PARKLAND

Parklands, as well as natural heritage areas, are to provide a range of opportunities for public access and recreation along waterways and shorelines, and throughout the City. These areas should be planned in ways that support the City's active transportation and strategic goals.

Numerous sites exist which, due to a variety of factors such as topography, view afforded, or relationship to other land uses, offer potential for recreational use. Passive recreational uses will be planned to best use the City's natural open space areas. Passive recreational uses and trails are permitted in all land use designations.

Opportunities to meet food system needs, increase urban forest canopy cover, and manage stormwater shall be considered in the planning, design, and operation of parkland areas.

Parks and related facilities will be planned, designed and managed to provide safe, attractive and inviting places for a variety of seasonal recreational uses and cultural activities. ♡



## Parkland Dedication

As a condition of development or redevelopment, the City may require land or monies to be dedicated for park or other public recreational purposes in accordance with the provisions of the *Planning Act* and any Parks Master Plan adopted by Council. Land dedications shall, where appropriate, facilitate increased public access to waterways and the waterfront.

In the case of commercial or industrial development or redevelopment, the amount of land required to be conveyed shall not exceed 2% 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 5% of the total land area. Alternatively, the City may require that land dedication be based on 1 hectare for every 300 dwelling units.

All conveyed land as part of parkland dedication must be free and clear of encumbrances, must be suitable for recreation purposes, and must be acceptable to the City. A Record of Site Condition may be required.

The City may consider accepting a lesser parkland dedication in consideration of improvements made by the development proponent to the parkland transferred to the City.

Where new development is proposed on a site, part of which is designated as Natural Corridor where physical or environmental hazards such as flooding exist, such lands will not be accepted as part of the parkland dedication. The City may, however, accept land that performs a stormwater management function as parkland, or may request the dedication of constrained lands beyond those lands or monies that are allocated for parks purposes in order to manage trails or environmental linkages. 🌿

The City may require cash-in-lieu of parkland if land is unsuitable for recreational use, where sufficient parkland already exists in a given location or is needed in another location to better serve the community, 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 for determining the amount of payment to be accepted in lieu of parkland dedication shall be in accordance with the *Planning Act*.

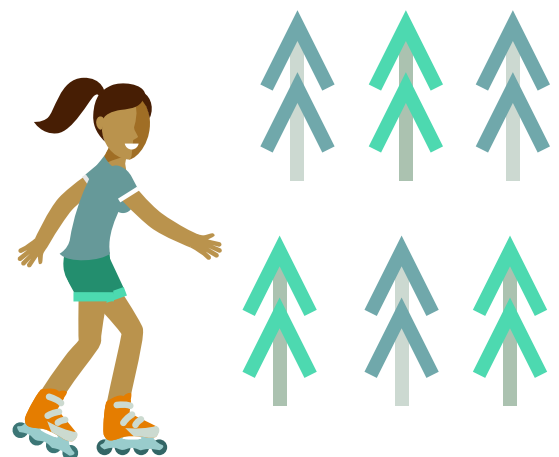
## COMMUNITY HUBS

The City will encourage the co-location of public service facilities in community hubs, where appropriate, to promote cost effectiveness and to facilitate service integration, access to food, transit, and active transportation. The shared use of community centres, schools, parks, and public open spaces will be promoted. 💚

## POLICE, FIRE AND EMERGENCY MEDICAL SERVICES (EMS)

Neighbourhood police, fire and EMS facilities may be permitted within all land use designations. The need for additional facilities will be considered through Secondary Planning or other comprehensive studies. 💚

When establishing new police, fire and EMS facilities, the City shall consider the compatibility of these facilities with adjacent land uses in terms of height and scale, setbacks, buffering, signage, and the provision of sufficient on-site parking.



# PART 8

## THE WATERFRONT

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## PART 8 - THE WATERFRONT



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, micro-climate, and environment; and its proximity to areas of employment and the strategic 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 and region. Continued use of waterfront lands for marine shipping and 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 along the waterfront and present a valuable contribution to any future development that celebrates the City's industrial heritage.

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 important service that waterfront industries and marine shipping provides to the region's economy. ↗

The objectives and policies for the Waterfront apply to 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. Waterfront lands are designated to reflect their intended long term use. The Heavy Industrial, Waterfront Commercial, Community, and Natural Corridor designations apply, or may be applied, to waterfront lands as appropriate. The Zoning By-law may include specific regulations for waterfront industrial and commercial lands.



## GENERAL OBJECTIVES

The general objectives of the Waterfront policies are to:

- attract residents, visitors, and new investment to the waterfront by providing for an appropriate mix of land uses at suitable waterfront locations;
- support the protection 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 and water access is important; ↗
- identify and pursue opportunities to increase and improve public access to the shorelines of Lake Superior and the Kaministiquia River, including a continuous public multi-use trail along the entire length of the waterfront; ❤️
- recognize and celebrate the historical significance of the City's industrial heritage along the waterfront by supporting the preservation and adaptive re-use of industrial facilities;
- extend the City's urban core functions and connections to the water's edge, to the fullest extent practical;
- facilitate the development of the area of the waterfront near the City's downtown north core as the primary destination attraction;
- preserve and enhance existing natural environmental features along the shorelines of Lake Superior and the Kaministiquia River, and establish new natural buffers that could include pollinator gardens/corridors, edible landscapes, and food production; and, 🌿
- 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 will protect public access to Lake Superior and nearby waterways. 🌱

## DEVELOPMENT AND REDEVELOPMENT

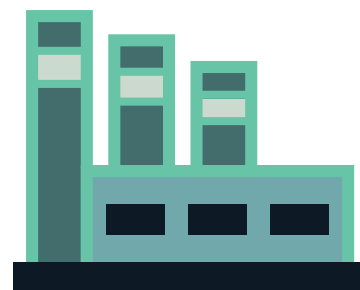
Over the past decade, there have been significant changes to the industries located along the waterfront that have influenced the extent and character of the waterfront's industrial land uses. Significant portions of the waterfront lands are now available for redevelopment, and there are real opportunities to introduce new uses to the waterfront in an effort to establish a broader base of uses and improve public access.

With the restructuring of some of the key industries, the evolving role of railway lands, and changes to land ownership, there is an opportunity to reconsider some of the waterfront's uses, its form, and its access points to create new areas for urban development.

The portion of the waterfront near the City's downtown north core has been identified as the area best positioned to undergo redevelopment for the purpose of creating a primary destination for residents and visitors to the City.

Given the historically 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.

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 productive areas of the harbour. The protection of the working harbour must be given careful consideration while redevelopment opportunities are explored. ↗



## MISSION AND MCKELLAR ISLANDS

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 recreational uses in appropriate locations will be supported. The development of a broader range of uses will be facilitated in the longer term.

## DEVELOPMENT AND NATURAL FEATURES

Where appropriate, important physical and biological features along the waterfront will be preserved and incorporated into planning for waterfront parks and open space. 🌿

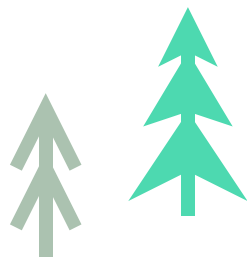
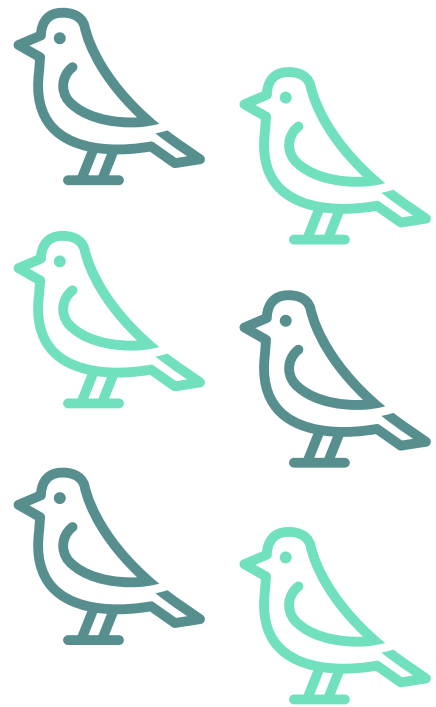
Landscaping plans for publicly owned waterfront open space will consider methods of enhancing natural habitat for native species.

Projects to naturalize watercourses as green linkages to the waterfront will be encouraged. 💚

## 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 enhance the compatibility of these uses.

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



# PART 9

## RURAL AREAS

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## PART 9 - RURAL AREAS



A significant proportion of the municipality is comprised of Rural Areas consisting of rural lands designated as Rural 1, 2, 3 and Rural Settlement Areas shown generally on Schedule A, and more specifically on Schedule C.

There are also natural heritage features and areas designated as shown on Schedule B in the Rural Areas and Rural Settlement Areas. Lands with moderate or high potential for the presence of mineral aggregate are shown on Figure 2, and lands susceptible to wildland fire are shown on Appendix 1.

Rural Areas are intended to maintain their predominantly rural character by accommodating a variety of land uses that are appropriate in a rural location.

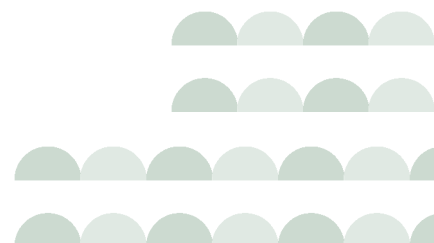
Resource-based and agricultural activities such as conservation, forestry, mining, and farming are preferred. Limited commercial and industrial activities that provide rural economic benefits and are balanced with the protection of the natural environment, agricultural operations, and resource opportunities may be permitted on a site specific basis. Residential development is to be focused within the Rural Settlement Areas, with residential development elsewhere being very limited. Although some areas are partially serviced by municipal water, most rural households, businesses, and agricultural operations rely on private water and

sewage disposal systems. These areas also provide for outdoor recreation opportunities such as skiing, hiking, and other rural uses like riding and boarding stables, and kennels. Home based businesses, minor institutional uses such as elementary schools and places of worship, and convenience commercial uses are also permitted. ↗

### GENERAL OBJECTIVES

The general objectives of the Rural policies are to:

- recognize resource-based activities and agriculture as the preferred land use on rural lands; ↗
- protect and encourage the retention or establishment of viable agricultural operations by minimizing land use conflicts between agricultural and non-agricultural uses;
- promote the growing of food to improve access to nutritious, safe, and healthy local food;
- promote recreational and tourism opportunities;
- limit the creation of residential lots in order to preserve the rural character, cultural heritage landscapes, and natural heritage features, and to prevent fragmentation and conflict with preferred land uses;
- focus rural residential development in the Rural Settlement Areas; and,
- evaluate development proposals using the evaluation criteria on Pages 95-97.



**AGRICULTURAL USES**

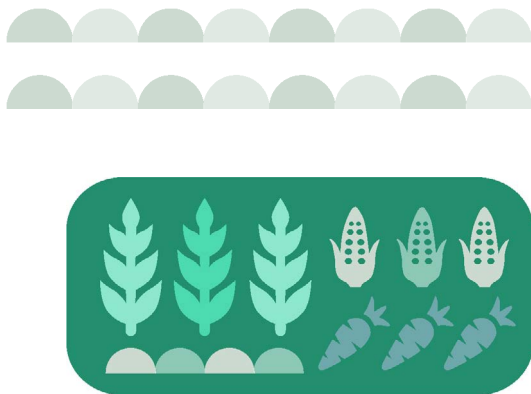
Agricultural uses include the growing of crops, including nursery and horticultural crops; raising and/or boarding of livestock or domestic animals; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; and maple syrup production.

All agricultural uses and normal farm practices are permitted in the Rural Area. All livestock operations shall comply with the Minimum Distance Separation Formulae 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.

Soil capability for agriculture is shown on Appendix 2. There are lands within the Rural Areas where productive agricultural activities take place, or are more likely.

**RESOURCE USES**

Mineral Aggregate and Mineral Resource exploration and extraction are permitted within the Rural Areas in accordance with the policies of in Pages 23-25.



**Agriculture and Resource-Related Commercial and Industrial Activities**

Agriculture and resource-related commercial and industrial activities that are directly related to farm and resource operations in the area, such as the processing and sale of agricultural products, the sale of farm supplies, farm equipment sales and service, and greenhouse operations, may be permitted on a site-specific basis unless they are accessory to the principle resource use. Consideration will also be given to the establishment of restaurants, fuel bars, and convenience stores along major thoroughfares. ↗

**OUTDOOR RECREATIONAL USES**

Proposals for new or expanding outdoor recreational uses, such as golf courses, shall require an amendment to the Zoning By-law in order to assess impacts related to private servicing, surface or groundwater supplies or taking, traffic, noise, natural heritage features and areas, ecological functions, and the feasibility of resource uses, among other matters. 🌿

Recreational dwellings that are exclusively devoted to recreational or tourism activities may be permitted only by way of an amendment to the Zoning By-law.

**RESIDENTIAL USES**

To protect the rural character of the area, limit the fragmentation of large parcels, and to preserve opportunities for new or continued agriculture and resource-based uses, the limited development of single detached dwellings is permitted on lands designated as Rural 1, 2 and 3 in accordance with the Rural Lot Creation Policies on Pages 108-110.

**Mobile Home Parks**

The establishment of new mobile home parks is prohibited.

## Garden Suites

A Garden Suite, regulated as a Temporary Use pursuant to the *Planning Act*, is permitted on all lands designated as Rural. Applications for a garden suite must comply with the following:

- the garden suite is a self-contained, portable, one-unit, detached residential structure containing bathroom and kitchen facilities that is accessory to an existing single-detached dwelling;
- the garden suite is connected to the existing well or municipal water service and private sewage disposal system, and such services shall be adequate to service the additional use;
- the garden suite is subordinate in scale and function to the main dwelling on the lot; and
- the installation of the garden suite will not interfere with, or affect, the existing surface water drainage pattern on adjacent properties, nor cause any ponding of storm water.

As a condition of approval of a garden suite, an agreement between the City and the owner and/or tenant may be required to address 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 the City may require for actual or potential costs to the municipality related to the removal of the suite. The submission of a hydrogeological report may also be required.

## Home-based Businesses

Home-based businesses, which include a home occupation, private home daycare, or a bed and breakfast establishment, are permitted on all lands designated as Rural subject to the standards of the Zoning By-law, and the following criteria:

- the use is accessory to a residential use and does not involve any significant changes to the external character of the dwelling unit or property;
- there are no outside display or storage areas;
- the use does not generate adverse effects such as excessive traffic, noise, environmental degradation, odour, particulate emissions, or electrical interference, which are incompatible with surrounding land uses; and,
- entrances serving home-based businesses, located adjacent to Provincial highways require the approval of the Ministry of Transportation (MTO). Typically, the MTO will require that the property owner obtain an entrance permit and a sign permit. As a condition of these permits, the MTO requires the property owner to acknowledge that the use of their existing entrance cannot be converted to a commercial entrance in the future without the review and approval of the MTO, and that an additional entrance will not be permitted to accommodate the home-based business. In addition, the MTO would not support a future severance that would result in a separate entrance to a business and one for the retained parcel.



The Zoning By-law shall contain definitions and regulations to limit the kinds of activities to be allowed as home-based businesses, and shall establish standards regarding matters such as the maximum number of employees, location and scale of use, parking, and signage, among other matters. Site specific amendments to the Zoning By-law may be processed to permit a broader range or larger scale of home occupations than allowed in the Residential designation.

## PRIVATE SERVICES

Where appropriate and permitted by the Provincial Policy Statement, development on rural lands shall be serviced by a private well and a private sewage disposal system provided that site conditions are suitable for the long-term provision with no net negative impacts.

Lots shall have a minimum area of 1 hectare and a minimum frontage of 60 metres.

### Private Wells

Prior to development within the areas identified on Figure 8, or other areas as may be identified, private wells shall also require additional testing or special construction.

In the Balsam Street area, testing shall be performed by a qualified professional with recognized expertise in the appropriate disciplines, confirming that the well, when in normal use, will not have a negative impact on adjacent wells. An alternate engineered water system designed and confirmed by a qualified professional would also be acceptable. The testing and/or engineered system must be to the satisfaction of the Chief Building Official.

In the Dawson Road, Alice Avenue, Hunter Road area, any new wells drilled or the replacement of any well intended for potable water should be cased and sealed to a depth below the intermediate groundwater zone. In addition, no wells or boreholes should be left as open holes (i.e. lacking a screen). Ideally, any new water supply wells should be completed at the contact between the Gunflint

Formations and the underlying Archean granite.

Any other wells (except monitoring wells) drilled within this area should be below the intermediate groundwater zone which is approximately 25 to 30 metres below ground surface, but can vary around the site and should be determined when drilling. Any monitoring wells shall not be screened across multiple formations in accordance with Provincial regulation.

## Private Sewage Disposal Systems

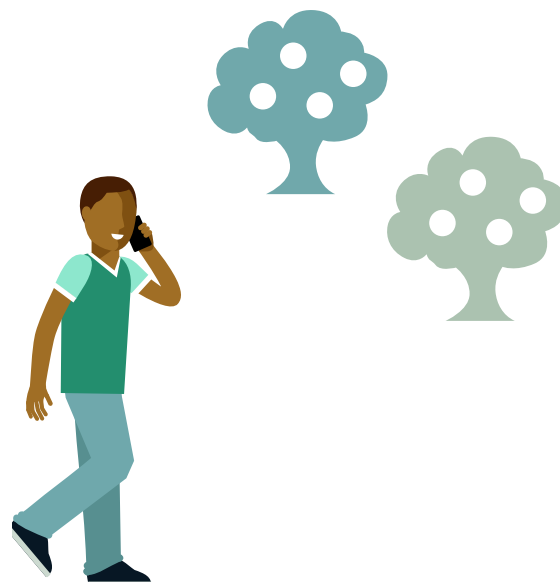
Private sewage disposal systems shall be appropriate to meet the requirements of the intended use. All private sewage disposal systems shall meet the requirements of the *Ontario Building Code Act*, the Ministry of the Environment and Climate Change and the Thunder Bay District Health Unit.

## Communal Sewer Systems

Applications for planning approval to permit development requiring a communal well and/or sewage disposal system will not be supported.

## Municipal Water and Sanitary Sewer Systems

The extension of municipal water and sanitary sewer systems to service lands designated as Rural 1, 2, and 3, is prohibited.



## RURAL SETTLEMENT AREAS

Lands shown on Schedules A and C as Rural Settlement Areas are where low density residential growth will be focused. The expansion of a Settlement Area boundary may only occur if it is justified through a comprehensive review as outlined in the Provincial Policy Statement. Development shall be in the form of single-detached dwellings.

Residential development is to be appropriately served by schools, places of worship, and recreational facilities. Convenience commercial and service uses such as a convenience store, fuel bar, day care facility, small scale retail food store, personal service, medical office, or pharmacy may be permitted through a site specific Zoning By-law Amendment.

### Servicing

Where appropriate and permitted by the Provincial Policy Statement and the policies of this Plan, individual on-site sewage and water services shall only be permitted in the following circumstances:

- Where necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
- Within the Rural Settlement Area, to allow for infilling and minor rounding out of existing development on partial services, provided that site conditions are suitable for the long-term provision of such services with no net negative impacts.

New development shall be a minimum lot size of 1 hectare unless: justified by a hydrogeological assessment or a study completed by a qualified professional in accordance with Provincial Guidelines, to the satisfaction of the City; and supported by a Servicing Options Statement prepared in accordance with the Provincial Guideline.



# PART 10

## URBAN SETTLEMENT AREA

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## PART 10 - URBAN SETTLEMENT AREA



Most of the City's residents live and work within the Urban Settlement Area. The Urban Settlement Area is comprised of residential land uses in combination with the City's industrial and Employment Areas, which include commercial centres, as well as major educational and health facilities.

It is intended that development in this area be fully serviced by municipal water and sewer, with the exception of appropriate industrial development in certain locations. Growth and development is to be directed to the Urban Settlement Area. The boundary of the Urban Settlement Area is shown on Schedule A. The expansion of a Settlement Area boundary may only occur if it is justified through a comprehensive review as outlined in the Provincial Policy Statement.

### RESIDENTIAL

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 designed to be safe, accessible, and 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, connected, inclusive, and where people experience a sense of well-being.

While it is expected that there will be continued demand for the development of new low-rise housing forms, demand for multiple residential development and special needs housing continues to grow. In providing for these demands, an appropriate mix of housing forms will be encouraged in all greenfield developments and intensification projects.

The City's housing needs, over the last two decades, can be attributed to a number of factors including the maturing of the baby-boom sector of the City's population as well as changes in the City's demographic profile, which resulted in a smaller average household size. This trend of smaller household sizes is expected to continue.

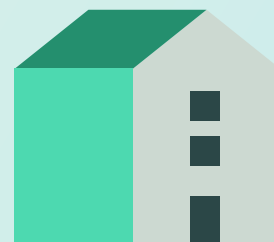
Lands designated as Residential, and Growth Area, shown generally on Schedule A, and more specifically on Schedule D, are intended primarily for residential purposes, which include the full range of dwelling types and tenure ranging from single-detached dwellings to high-rise apartments. Non-residential uses permitted in Residential areas include home-based businesses, minor institutional uses such as elementary schools, libraries, day nurseries, places of worship, recreational uses, and community services and facilities.



## General Objectives

The general objectives of the Residential policies are to:

- provide for an adequate supply of residentially-designated and serviceable land in appropriate locations in order to meet the City's housing needs;
- provide for the creation of safe, livable, attractive and healthy neighbourhoods; ♥
- promote a range and variety of dwelling unit types and an appropriate mix of densities that will facilitate a supply of housing that is accessible, affordable, accommodating to a mix of demographic and income groups, and is appropriate to the needs of the community;
- encourage the provision of ownership and rental housing forms and densities that are affordable for lower to moderate income households;
- support the development of residential facilities that meet the housing needs of persons requiring special care or living arrangements;
- realize a minimum of 20% of new dwelling units through intensification;
- provide for, and promote the efficient use of, a full range of infrastructure and appropriate community, recreational, institutional, and social services and facilities in order to meet the needs of residents; ♥
- minimize any potential land use conflict within residential areas and with adjacent land uses;
- avoid, minimize, or mitigate impacts on natural heritage features and areas; 🌿
- direct the expansion of residential development into the existing residential area; 🌿
- protect the Growth Area for future residential development;
- achieve urban design objectives through the process of Site Plan Control for all mid-rise and high-rise development;
- provide for the development of backlot areas by preserving opportunities for access and land consolidation;
- encourage the appropriate redevelopment of brownfield sites in residential areas and,
- evaluate development proposals using the evaluation criteria on Pages 95-97.





## Supply of Developable Land

A minimum ten year supply of land shall be designated for residential use with the goal of a three year supply of draft approved and/or registered lots and/or blocks being available.

City-owned land shall be utilized for residential development wherever possible and appropriate. City-owned lands designated as Residential are to be considered for housing purposes prior to any other use. When necessary, the City will market residential lands to assist in the provision of the 3-year supply of developable residential land.

## Range and Variety of Housing Forms

A range and variety of dwelling unit types shall be encouraged to accommodate a mix of income groups, and the differing needs of individuals and families. In addition, a variety of tenure arrangements will be encouraged to promote choice and flexibility. ❤️

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.

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. ❤️

Co-operative developments, townhouses, mixed-use development and smaller housing forms appropriate to meet the needs of various socio-economic groups shall be supported.

Low-rise housing generally includes single-detached, semi-detached, duplex dwellings and townhouses. Any of these dwelling types may include the rental of up to three bedrooms to individuals provided that the dwelling is occupied as a single house-keeping unit and there are no separate cooking facilities for the tenants of the rented bedrooms.

Medium-rise housing includes multiple housing forms such as stacked townhouses, and a variety of apartment dwellings that are built to a maximum of four stories.

High-rise housing includes apartment dwellings or mixed-used buildings that have a height of five stories or more.

Minimum standards, to meet urban design objectives for each housing form shall be established in the Zoning By-law.

## Multiple Unit and Smaller Lot Development

The City will require, where practical and appropriate, that new residential development within the Residential designation include at least 20% of the housing in multiple form, or single detached dwellings on lots with less than 15 metres of frontage. 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 all newly developing areas, and in areas where major employment, commercial, and institutional activities exist, where a full range of community services and facilities are already available, where public transit routes exist or are planned, and/or where parks or recreational facilities are nearby. Preferred sites appropriate for multiple unit development shall have frontage on, and access to, an arterial or collector road, preferably at or near the corner of two streets.

## Residential Care Facilities

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

The adequate provision of residential care facilities will be supported wherever residential uses are permitted. Where a residential care facility is located within the Residential designation, the facility shall be of a size and character that is similar to, or compatible with, the existing housing forms in the area. Residential care facilities will also be permitted in the Institutional and Strategic Core designations.

## Garden Suites

A garden suite, regulated as a Temporary Use pursuant to the *Planning Act*, is permitted within the Residential area. Applications for a garden suite must comply with the following:

- the garden suite is a self-contained, portable one-unit detached residential structure containing bathroom and kitchen facilities that is accessory to an existing single-detached dwelling;
- the garden suite is connected to municipal services;
- the garden suite is subordinate in scale and function to the main dwelling on the lot;
- the installation of the garden suite will not interfere with, or affect, the existing surface water drainage pattern on adjacent properties, nor cause any ponding of storm water;
- the lot size and layout is adequate in terms of accommodating the garden suite without unreasonable loss of private outdoor amenity area; and,
- the garden suite is compatible with adjacent residential properties and the surrounding neighbourhood in terms of scale, design, and aesthetics. On-site parking must also be adequate.

As a condition of approval of a garden suite, the City may require specific service connections, and 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 the City may require for actual or potential costs to the municipality related to the removal of the suite.

## Additional Residential Units

Within the Residential designation, the creation of an additional residential unit may be permitted in any single detached, semi-detached or townhouse building. An additional residential unit may also be permitted within a building accessory to a single-detached, semi-detached, or townhouse building subject to regulations in the Zoning By-law and the following:

- the existing residential building and additional units shall have full urban services;
- a residential building, accessory building, or property is not substantially altered to accommodate any additional units and generally maintains the existing character of the residential neighbourhood as it relates to building height and massing;
- the lot has sufficient area to provide for outdoor amenity space;
- only two additional residential units per lot are permitted;
- and the additional residential units must remain part of the principal residential building's property and cannot be severed and sold separately; and,
- a building permit is obtained to address building code, and health and safety matters.



## Lodging Houses

The City recognizes the need for lodging 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-rise and high-rise housing is considered appropriate, and in areas designated as Strategic Core where there is a full range of services and facilities available.

## Housing Affordability

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

Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit and active transportation routes.

This Plan's goal is that 20% of all new residential units constructed each year are affordable in accordance with the following criteria:

- a. a) In the case of home ownership, the least expensive of:
  - Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
  - Housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
- b. b) In the case of rental housing, the least expensive of:
  - A unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or
  - A unit for which the rent is at or below the


average market rent of a unit in the regional market area.

## Preservation Of Rental Housing

To protect the City's supply of rental accommodations, the conversion of rental residential properties to condominium or co-operative will be discouraged when the vacancy rate for all rental units, as determined by the Canada Mortgage and Housing Corporation, is 3.0% or less.

## Residential Intensification

Residential intensification includes redevelopment, the development of vacant or underutilized lots, infill development, the conversion or expansion of existing non-residential buildings for residential use, and the renovation or expansion of existing residential buildings to create new residential units including accessory apartments, second units and lodging houses.

Residential intensification represents the best opportunity for the provision of affordable housing and is essential to making the most efficient use of land, resources, infrastructure, and public service facilities, while minimizing impacts on air quality and climate change, promoting energy efficiency, and supporting public transit and active transportation. 

The City will support residential intensification or the redevelopment of brownfield sites, where the primary use and function of the neighbourhood will not be undermined. Intensification will also be encouraged where the addition of residential uses can be added to other uses in a complementary manner.

Compatibility with existing built form, and with the existing and planned character of an area, will be considered in the review of any proposal for intensification and/or adaptive re-use. Intensification projects should be sensitive to the height, scale, massing, and architectural character of buildings in the surrounding neighbourhood. To facilitate residential intensification, reduced parking and landscaping requirements may be supported where appropriate;

however, landscaping, privacy screening, façade improvements and other appropriate measures may be required in order to facilitate compatibility with adjacent low-rise residential or other sensitive uses.

This Plan's goal is that each year 20% of all new residential units within the City's Urban Settlement Area are created through residential intensification. ♡

Progress towards the residential intensification target of 20% will be monitored through the annual Lot Inventory Report, and if necessary, policies and programs will be adjusted to promote continued progress towards, and achievement of, the target.

## Home-Based Businesses

Home-based businesses, which include a home occupation, private home daycare, or a bed and breakfast establishment, are permitted in the Residential designation subject to the standards of the Zoning By-law, and the following criteria:

- the use is accessory to the residential use and does not involve any significant changes to the external character of the dwelling unit or property;
- there are no outside display or storage areas; and,
- the use does not generate adverse effects such as excessive traffic, noise, parking problems, or electrical interference which are incompatible with a residential area.

The Zoning By-law shall contain definitions and regulations intended to limit the kinds of activities to be allowed as home-based businesses, and shall establish standards regarding matters such as the maximum number of employees, location and scale of use, parking, and signage, among other matters.

## Non-residential Uses

A range of non-residential, institutional, and recreational uses that are normally associated with a residential environment shall be permitted within the Residential land use designation in order to serve the immediate residential area.

Lands designated for Neighbourhood Commercial purposes are shown on Schedule E and shall be developed in accordance with the policies on Page 86. Where existing non-residential uses within the Residential designation cannot be reasonably converted to a residential use, continued commercial use may be permitted. Where necessary, amendments to the Zoning By-law to permit the continued commercial use of an existing building may be considered without an amendment to this Plan.

The decision to operate a public or private school is at the discretion of the school boards or private agency, and is guided by the requirements of the Province. The City shall work co-operatively with the school boards and other educational service providers so that educational facilities are located centrally to the area they are intended to serve to minimize motor vehicle dependence, and the extent to which children cross major roads. Wherever possible, school sites shall be located adjacent to neighbourhood parks and in a way that maximizes pedestrian, cycling, and public transit use. ♡

The timing and location of new community services such as schools, fire stations, or community centres shall be determined as development proceeds and warrants.



## Monitoring

To measure the effectiveness of the residential policies of this Plan and the appropriateness of the affordable housing and intensification targets, the following housing related issues shall be monitored annually:

- the adequacy and appropriateness of lands designated for residential use;
- the range of housing forms constructed through new residential development and residential intensification, by land use designation and level of service;
- the number of new residential units that are affordable for low and moderate income households;
- the number of new residential units that are created through intensification;
- the supply of readily available lots/units; and,
- the take-up rate of residential lots/units.

## Urban Agriculture

Urban agriculture refers to the production and harvesting of local food products within the Urban Settlement Area and includes small-scale commercial production, the growing of produce (i.e., fruits and vegetables) and flowers in community gardens, institutional gardens, greenhouses, and smaller scale household gardening on public and private land, and on rooftops, but excludes the raising of any animals, livestock or poultry, including chickens. Limited animal husbandry may be permitted in community gardens subject to the regulations of the Zoning By-law.

The benefits of urban agriculture include food production for personal or community consumption, education, recreation, community building, and creating vibrant neighbourhoods. 🍏

The City's goal is to promote agriculture activities within the Urban Settlement Area that are compatible with planned land uses, and enhance access to locally grown produce, lower energy consumption, reduce transportation costs and greenhouse gas emissions, and augment supplies of fresh and preserved foods. 🍏

To achieve this goal, the City shall:

- Support the growing and sharing of a wide variety of local produce, preserved foods and flowers year-round;
- Encourage the establishment of community gardens in suitable locations having maximum exposure to sunlight;
- Encourage gardens on public and private lands designed to capture and infiltrate surface runoff;
- Encourage community gardens to be designed with elements such as elevated or tiered planting beds with wide aisles/paths between plots, which accommodates access by gardeners with disabilities and situational impairment;
- Encourage owners of underutilized property to make land available for community gardening;
- Support fruit and vegetable gardening in the yards of residential, clean commercial and industrial properties, in greenhouses, and in containers on balconies, porches, and on rooftops;
- Support the establishment of seasonal or year-round marketplaces in key locations where locally grown and preserved foods can be sold, and that function as places of social interaction; 🍏
- Seek opportunities to incorporate urban agriculture into public spaces such as parks, easements, boulevards, and other publicly owned lands; 🍏
- Encourage the use of public spaces, such as squares, to facilitate temporary markets and sale of local foods; and,
- Support community kitchens and local food hubs.

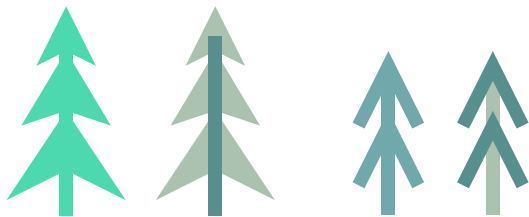


## GROWTH AREA

The Growth Area designated in this Plan is to be protected for future urban residential development. To prevent the further fragmentation of lands in this area, lot creation and plans of subdivision shall be prohibited. No building or structure is to be constructed that would impair future planning of the area.

This area will be considered for the expansion of full municipal services and development upon the completion of a Secondary Plan, prepared at a community or neighbourhood scale, in accordance with the Implementation policies of this Plan. Through the secondary planning process, the availability of services, soil conditions, topographic features, environmental preservation, stormwater management, development constraints, and integration with established and future land use patterns will be considered. A Secondary Plan may be initiated if it can be demonstrated that there is an insufficient supply of existing developable land available to meet housing demand, or if it has been demonstrated that there is a need to increase the supply of buildable lots in either the north or south areas of the City to ensure that there is sufficient choice in the market.

Within the Growth Area, every residential neighbourhood shall be developed with a full range of housing types, meeting or exceeding an overall density of 20 dwelling units per gross hectare in order to provide for the housing needs of all citizens. Neighbourhoods should provide for a sense of place through non-residential nodes. It is intended that neighbourhoods connect to one another and surrounding areas through accessible, safe, and efficient transportation networks that will facilitate access to, and sharing of, community services and facilities. Connections through green corridors and open spaces that link Environmental Protection areas will also be important considerations.



## EMPLOYMENT AREAS

Employment Areas encompass lands where people presently work and lands where employment opportunities will be provided in the future.

Historically, the City's primary economic functions have been based upon natural resources, manufacturing, transportation, and tourism. However, in recent years, there have been significant shifts in the City's employment base.

Employment decline in the resource-based processing, manufacturing, and distribution sectors has been offset with employment growth in service-related, health, institutional, and knowledge based activities.

It is anticipated that the City's economy will continue to diversify. The Mining Readiness Strategy outlines how new mining activities that are, and will be, occurring in Northwestern Ontario may impact the City. In addition, the Food Strategy identifies economic opportunities related to food access, production, processing, and procurement.

In addition, there continue to be economic opportunities for secondary and tertiary industries, retail and service functions, and small business.









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

Employment Areas acknowledge Thunder Bay's diversified economy and reflect traditional industrial activities related to natural resources, manufacturing and transportation, as well as business and economic activities related to the City's role as a regional centre for education, health care, government, business, retail and tourism services. ↗


Employment Areas are grouped into three broad categories - Institutional, Commercial, and Industrial.

## General Objectives


The general objectives of the Employment policies are to:

- provide an adequate supply of serviceable land in appropriate locations designed to meet the diverse requirements of institutions, businesses, and industries that are locating or relocating within the City, and to adequately serve the needs of residents; 
- support the creation of a positive climate for institutions, businesses, industries, and employees in order to develop a diversified and growing economy; 
- enhance the comparative advantage of the City in the global economy; 
- support existing economic activity and promote additional economic development that is consistent with other City policies, programs, and initiatives while minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; 
- maintain a commitment to an economic development program, and to recognize the program as being a necessary City function; 
- strengthen the local food system as a whole, as well as its individual components;
- achieve common goals with other communities in our region;
- provide for, and support the efficient use of, a full range of infrastructure and appropriate services to support economic development;
- promote the intensification and revitalization of institutional, commercial, and industrial areas; 
- minimize any potential land use conflict within Employment Areas and on adjacent land uses;
- avoid, minimize, or mitigate impacts on natural heritage features and areas; 
- encourage signage that is aesthetically pleasing, and does not compromise safety by blocking sight lines or distracting motorists' attention away from the road;
- provide for pedestrian and vehicular connections within and between Employment Areas; 
- achieve urban design objectives through the process of Site Plan Control for employment lands that are adjacent to higher order roads where appropriate;
- encourage private sector investment in the appropriate redevelopment of brownfield sites for institutional, commercial, and industrial use and,
- evaluate development proposals using the evaluation criteria on Pages 95-97.

## Natural Resource Related Uses

The City's role as a focal point for businesses and industries involved in the region's mineral and forest resources will be supported. The City will participate in initiatives to take advantage of future expansion in the mining and resource sector. 

## Manufacturing

The City will actively promote the establishment and expansion of manufacturing and advanced-manufacturing uses, particularly industries related to forest and mineral resources, food processing, and information technology. 



## Business Development

Through the Community Economic Development Corporation the City shall endeavor to:

- promote a business climate that supports entrepreneurship and business development; ↗
- promote synergies between existing uses, such as medical, educational and telecommunications uses, and food sources and transit; ↗
- prepare or participate in the preparation of market studies in order to proactively respond to market changes and forces;
- conduct research concerning the prospect of new economic opportunities, and monitor economic activities and trends; and, ↗
- lead and co-ordinate programs and initiatives aimed at the maintenance of existing business activities, and the generation of new employment and tax base expansion. ↗

## Transportation Facilities

The City of Thunder Bay is a transportation hub with high quality, affordable air, road, port and rail services that are important to the local and regional economy and to industry in particular.

The City will continue to support those having jurisdiction over these transportation facilities and will actively participate in the planning of existing or new transportation facilities.

## Tourism

The City will continue to be a key partner in the strong network of communities and businesses that work together to promote and deliver quality tourism experiences in Northwestern Ontario. ↗

## 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.

## 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. ↗

## Local Food

The local food system is a complex network that supports economic development through food production (agriculture), processing, packaging, distribution, consumption, composting, and food waste recovery.

The City will support agricultural opportunities that increase the production and harvesting of local food, as well as initiatives that promote a centralized network of processing plants, distribution sites and open food markets. ↗

Food stores, farmers' markets, and urban agricultural initiatives that provide accessible and healthy food sources will be encouraged throughout the City. ❤



**Participation in Studies, Reviews, Research and Funding Opportunities**

The City shall participate in appropriate senior government studies and reviews, and will capitalize on programs offered by senior levels of government in order to promote economic development in the City.

**Collaboration Within the Region**

Collaborative efforts between municipalities and First Nations within the region will be supported in an effort to provide services in an efficient and effective manner.

**Brownfield Redevelopment**

Brownfields are former commercial, institutional, or industrial properties that are abandoned, underutilized, derelict, or vacant, and may be contaminated. The redevelopment or decommissioning of brownfield sites within the City’s Employment Areas is encouraged. Wherever possible, the City will seek funding and incentive programs to facilitate the decommissioning and appropriate redevelopment of brownfield sites, provided that remediation efforts are undertaken in accordance with applicable legislation. 🌱

**INSTITUTIONAL AREAS**

The Institutional designation is intended to recognize the location of major public and quasi-public uses that serve both local and regional needs such as hospitals, colleges and universities, secondary schools, and correctional institutions. Residential uses may also be permitted.

Minor institutional uses such as elementary schools, libraries, day nurseries, and places of worship are an essential part of a neighbourhood’s fabric, and are permitted within the Residential designation as shown on Schedules A and D.

Thunder Bay’s major public institutions are some of the City’s largest employers and have a significant impact on the quality of community life and the local economy.

**Servicing**

All development within areas designated as Institutional shall be fully serviced by municipal water and sewage systems, with the exception of the Provincial correctional centre in the Neebing Ward, which is serviced by municipal water and a private sewage disposal system.



## COMMERCIAL AREAS

Lands designated for commercial use, shown generally on Schedule A, and more specifically on Schedule E, 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 Strategic Core, Regional Centre, Service Commercial, Community Commercial, Neighbourhood Commercial, and Waterfront Commercial are differentiated according to function, permitted uses, density, and scale of development.

### General Objectives

The general objectives of the Commercial policies are to:

- encourage the maintenance and appropriate expansion of commercial/service sector activities through a clear hierarchy of commercial areas and uses; ↗
- promote the orderly distribution of commercial uses so as to best satisfy the needs of all customers; and,
- promote concentrated commercial development and where appropriate, mixed land use. ❤️

## Commercial Structure

Thunder Bay’s commercial structure provides a foundation for the growth and evolution of the city’s commercial economy. The City’s historic pattern of development and its transportation corridors have influenced the location and concentration of commercial activities.

Thunder Bay’s role as a regional centre in Northwestern Ontario has also had a significant influence on the level of commercial activity in the City.

The commercial structure is anchored by the Strategic Core areas where a full range of urban uses and amenities are permitted. These important and historic areas are pedestrian oriented and are characterized by a built form that maximizes the use of land and promotes density. The Strategic Cores are connected by a diverse commercial corridor that provides a link between the north and south ends of the City. This corridor caters to commuters and accommodates a range of service-based uses. Central to this connecting corridor is the Regional Centre where large format retail outlets dominate.

The City’s residential neighbourhoods are served by either community or neighbourhood commercial nodes where activities are focused to meet resident’s day-to-day shopping and business needs.

At the City’s key entrances, commercial development provides a variety of auto-related and service uses that cater to both the travelling public and commuters.





A hierarchy of commercial uses exists within the City’s commercial structure, ranging from small neighbourhood scale operations that service residential areas with convenience goods to large scale centres that service the region.



## STRATEGIC CORE

Lands designated as Strategic Core consist of the City's two traditional downtowns, and adjacent areas that are considered appropriate for some core area functions. These areas are intended to provide a full range of amenities accessible to residents and visitors, including vibrant streetscapes, shopping, business, entertainment, housing, transportation connections, and educational, health, social, and cultural services. These areas are viewed as significant assets, important to the City as a whole, and shall function as identifiable, walkable, mixed-use districts of symbolic and physical interest.

## Objectives

- The objectives of the Strategic Core policies are to:
- maintain and enhance the Strategic Core 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; 
- strengthen the vibrancy and economic viability of these areas through the integration of retail, office, and service commercial uses with other uses such as housing, social and health services, recreational opportunities, cultural activities and events, government, and emerging businesses; 
- attract new development, employment, and housing to revitalize these areas; 
- encourage intensification by accommodating higher densities;
- promote walkability by facilitating the provision of adequate public transit, sidewalks, and visible, appropriately placed, well designed parking; and, 
- enhance public safety and security. 

## Focus of Investment

Lands within the Strategic Core are viewed as the preferred location for major capital investments in:

- Post secondary education and training
- Specialized health care
- Major redevelopment projects
- Major cultural institutions and entertainment facilities

## Public Transportation and Pedestrians

The City shall reinforce a pedestrian focus in the downtowns through the provision of off-street parking facilities, adequate sidewalks, and strategically located transit stops and pedestrian crossings. Selective traffic restrictions, plus aesthetic street and sidewalk improvements, shall also be considered.

## Parking

Parking requirements may be lower in the Strategic Core than in other areas to reflect multi-use trips, and to promote pedestrian activity and transit use. Both the public and private sectors may participate in the provision of parking areas for non-residential uses. The use of “cash in lieu” of parking will encourage new development and provide funds for additional consolidated downtown parking facilities.

## Waterfront Connections

The City shall endeavour to support all appropriate public and private initiatives which reinforce the office uses, service-related uses, and tourism functions that enhance the commercial activities of the Strategic Core areas, and strengthen the relationship between the downtowns and the adjacent Lake Superior and Kaministiquia River waterfronts.

Improving public access to the waterfront by enhancing connections between the core areas and waterfront trail systems will be encouraged. ❤️

## 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 Strategic Core areas for the enjoyment of workers, residents, and visitors to the City. In this regard, the City 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 Strategic Core areas.

## Retail and Service Commercial Activities

The City recognizes that retail and service commercial activities are vital to the strength and viability of the lands designated Strategic Core. In this regard, the City shall encourage the expansion and consolidation of activities that support the existing retail and service commercial functions. Development that includes uses, facilities, or activities that will animate the street level, promote safety, and contribute to the streetscape beyond normal office hours are encouraged. ❤️

The implementing Zoning By-law may direct the development of retail and restaurant uses to certain areas within the cores to concentrate activity, and to promote vibrant, walkable, animated destinations. Auto-oriented uses, such as drive-throughs, car washes, and fuel bars, will be directed to areas outside of these concentrated pedestrian oriented areas.

## Residential Development

Residential uses are recognized and encouraged within the Strategic Core areas. The City shall encourage the location of high density residential development and integrated commercial/residential development on lands designated as Strategic Core. Where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

The presence of stable residential enclaves within the Strategic Core areas is recognized. Changes from residential to non-residential uses shall proceed in a logical manner. Applications to amend the Zoning Bylaw to permit non-residential uses shall be reviewed carefully to evaluate need and land use compatibility.

## Existing Industries

Where land use compatibility issues are associated with existing industries located within the Strategic Core areas, these industries will be encouraged to relocate to more suitable areas in the City.

## Intensification

The development of properties, sites or areas at higher densities than currently exist will be encouraged. The City shall endeavour to increase densities in the Strategic Core areas by 25 % over the next 10 years. 🧡

## Revitalization and Redevelopment

The health of the Strategic Core areas is important to the City as a whole. Revitalization and redevelopment efforts will be supported through the Strategic Core Areas Community Improvement Plan. 📈

## SERVICE COMMERCIAL

The City's Service Commercial corridors provide important links between commercial areas and neighbourhoods, as well as services to the travelling public and commuters. Service Commercial areas are intended to accommodate a range of commercial and service-based uses that are auto dependent and may include uses that require both a storefront and warehousing or workshop. Commercial development within this designation is limited to a maximum gross floor area of 9,290 m<sup>2</sup>.

## Objectives

The objectives of the Service Commercial policies are to:

- where appropriate, recognize and allow for existing commercial strip developments;
- provide for a broad range of retail, business, and service uses; and
- provide for service-based uses that are auto dependent or include a storefront and warehouse or small scale manufacturing component.

Retail stores and offices with a maximum gross floor area of 500 m<sup>2</sup> are permitted within the Service Commercial land use designation.

## Residential Uses

In recognition of existing land uses and the transitioning function of North Cumberland Street, Simpson Street, and May Street from the McIntyre-Neebing Floodway south to Leith Street, residential uses may be permitted where appropriate along these corridors within the Service Commercial land use designation.

## REGIONAL CENTRE

The Regional Centre is intended to provide for large format retail stores and the grouping of other retail and business uses that collectively have a regional draw. Supportive service uses such as restaurants are also permitted.

## Objective

The general objective of the Regional Centre policies is to:

- provide for the development of a large commercial area intended to serve both the City and region.

## Retail Stores

Retail uses shall have a regional draw or require floor areas over 4,600 m<sup>2</sup> which are not suitable in other commercial areas.

## Shared Access

Shared access from an arterial road that will service multiple users is preferred.

## Retail Stores and Offices

## COMMUNITY COMMERCIAL

Community Commercial areas are intended to provide a range of retail and service uses, that are intended to serve multiple neighbourhoods. These uses should be concentrated and developed as a single site at appropriate locations along arterial roads, or as a traditional main street. Commercial development within this designation is limited to a maximum gross floor area of 20,000 m<sup>2</sup>.

### Objective

The objective of the Community Commercial policies is to:

- provide for an appropriate range of retail and service commercial uses at locations that will appropriately serve multiple neighbourhoods within the City.

### Residential Development

Residential development may be permitted within the Community Commercial designation in areas where it does not detract from the function of the Community Commercial designation. Where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

Standalone housing may also be permitted on underutilized land or within existing vacant buildings where compatibility between commercial and residential uses can be achieved through urban design.

## NEIGHBOURHOOD COMMERCIAL

Neighbourhood Commercial areas provide for a range of commercial uses on small sites, and are intended to serve the convenience-based needs of the immediate neighbourhood. Uses are to be concentrated with the total gross floor area of all uses not exceeding 1,000 m<sup>2</sup>. Single uses requiring a gross floor area over 500 m<sup>2</sup> are not permitted.

Convenience commercial uses may include a small scale retail store or office, day care facility, personal service use, health centre, and pharmacy. Fuel bars and businesses with drive-through service are not appropriate in the Neighbourhood Commercial designation.

### Objective

The objective of the Neighbourhood Commercial policies is to:

- provide for an appropriate range of convenience and service commercial uses at locations to serve the needs of residential neighbourhoods within the City

### Residential Development

Residential development may be permitted within the Neighbourhood Commercial designation. Where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

### Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m<sup>2</sup> are permitted within the Neighbourhood Commercial land use designation.

## WATERFRONT COMMERCIAL

Waterfront Commercial Areas 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.

### Objectives

The objectives of the Waterfront Commercial policies are to:

- support the transition of selected waterfront lands from heavy industrial uses to a mix of commercial, residential, community, and entertainment uses that will increase public access to the waterfront;
- increase the public presence along the waterfront by encouraging residential uses in appropriate waterfront areas; and,
- create focal points for a variety of community activities that will serve as catalysts for further development

### Residential Development

Within the Waterfront Commercial designation, high-rise residential development and limited medium-rise residential development will be permitted at appropriate locations, where municipal water and sewer services are available. Issues including soil conditions, lot grading and drainage, accessibility, land use compatibility, urban design, and impacts on the natural environment shall be appropriately addressed prior to development.

### Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m<sup>2</sup> are permitted within the Waterfront Commercial land use designation.

## Industrial Development

Lands within the 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 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.

### Development Standards

Public access to the waterfront will be enhanced, to the fullest extent practical, within the Waterfront Commercial land use designation. ♡

The creation of active transportation connections through and along the waterfront area and adjacent downtown core areas will be required. ♡

A higher than usual standard with respect to landscaping will be required.

Attractive and appropriate lighting will be required to enhance 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 required.

## INDUSTRIAL AREAS

Lands designated for industrial use, shown generally on Schedule A, and more specifically on Schedule F, are intended to be used for a broad range of business and economic activities including industrial uses, manufacturing, warehousing, and offices. In order to recognize the needs of existing and future industry, and to address concerns regarding land use compatibility, three industrial designations have been established in this Plan. The Heavy Industrial, Light Industrial, and Business land use designations are differentiated on the basis of the range of permitted uses or industrial processes, design requirements, the potential impacts these uses or processes have on adjacent areas, and the scale and intensity of development.

## General Objectives

The general objectives of the Industrial policies are to:

- promote a strong industrial base and diversified economy in the City; ↗
- promote the use of alternative or renewable energy, such as solar and wind energy; and,
- provide for a sufficient choice in terms of location, property size, access requirements, and servicing needs.

## Supply of Industrial Land

The City shall participate in the supply of industrial land at appropriate locations to meet the anticipated demands of businesses and industries expanding or locating in Thunder Bay. The City may also consider, as the need arises, other incentives which could be used to attract business and economic activities to the City.

Up to a 20-year supply of land shall be designated for a wide range of economic activities and ancillary uses. To protect industrially designated land, conversion of these lands to non-employment uses shall only be permitted through a comprehensive Official Plan review

## Industrial Traffic

Industrial areas shall be designed to promote the use of higher-classified roads, and to discourage the flow of industrial traffic through residential areas.

## 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 Employment Areas. The long term objective is to achieve development consistent with the land use designations specified in this Plan. Expansion of such industries shall only be permitted if the general amenity of the surrounding area is not adversely affected.

## 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. ↗

## Commercial Development

Certain commercial uses may be suitable for location in industrial areas provided they will not prevent the satisfactory development of intended industrial uses. Appropriate commercial uses shall offer a service to, and be of benefit to, the area, or have similar requirements or characteristics to the industries permitted in the area.

## 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.

## Unserviced Development

Development within industrial 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.

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. 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.



## **Buffering**

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

## **Separation Distances**

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.

## **BUSINESS AREA**

The intent of this designation is to provide opportunities for a limited range of light industrial activities, office buildings, and hotels that are all subject to a high standard of design. The operations of permitted industrial uses should be conducted within enclosed buildings. The types of industrial uses encouraged include secondary processing, pollution abatement controls/procedures, mining services, metal product fabricating, consumer electronics, plastics fabricating, printing, and regional warehousing.

## **Development Standards**

Particular emphasis will be placed on landscaped open space requirements within this designation, particularly along street lines, and only visitor parking shall be permitted in the front yard or exterior side yard.

When reviewing development proposals, the architectural design, scale and massing of buildings, and the extent to which their orientation, form, and siting contribute to the efficient functioning and aesthetics of the business area will be carefully examined.

Service facilities shall be located in the rear yard or shall be fully screened from street view, and no outdoor storage shall be permitted.

## **Residential Uses**

Notwithstanding any other policy of this Plan, within the Business Area designation, high-rise and medium-rise residential development will be permitted at appropriate locations, where municipal water and sewer services are available. Issues including soil conditions, lot grading and drainage, accessibility, land use compatibility, urban design, and impacts on the natural environment shall be appropriately addressed prior to development.

## **LIGHT INDUSTRIAL**

The intent of this designation is to provide for the development of a broad range of industrial activities which are likely to have a minimal impact on surrounding uses. Uses permitted may include the processing, treatment, storage, shipment, or manufacture of goods and materials. The operations of permitted industrial uses should be conducted substantially within enclosed buildings. Uses having similar characteristics will be encouraged to develop in clusters or on adjacent properties. 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.

## **Development Standards**

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.

Service facilities and storage areas shall be located in the rear yard or shall be fully screened from street view, only visitor parking shall be permitted in the front yard or exterior side yard.

## **HEAVY INDUSTRIAL**

The intent of this designation is to provide opportunities for large-scale industrial operations, such as grain elevators, paper mills and electricity generation facilities. These operations are ones that place a high demand on water and wastewater for their processing needs, and are situated

where noise, vibration, or emissions may be of concern, particularly as they relate to transportation uses and transportation needs, such as rail and/or water access.

## Heavy Industrial Development on the Waterfront

Waterfront lands represent a significant component of the City's industrial land inventory. Many of the uses are well-established and have made significant investments in their current locations. The Heavy Industrial land use designation will apply only to those waterfront lands where heavy industrial development is considered appropriate in the long term, and where the continuation and expansion of these industrial activities will be encouraged. ↗

The City will continue to protect and to emphasize the importance of the waterfront as a location of industrial jobs, public utilities, and rail, road and shipping activities, and may introduce specific Zoning regulations. ↗

## 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:

- waste must be generated and disposed of on the same site;
- disposal of waste must not hinder the normal operation and development of adjacent industrial uses; and,
- a Certificate of Approval must be obtained from the Ministry of the Environment and Climate Change prior to any on-site disposal to address any environmental concerns.

## Transportation Facilities

Heavy Industrial lands that are 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 Port Authority, and other public agencies or private landowners, to facilitate the proper development and use of such facilities.

## Electricity Generation Facilities

Electricity generation facilities and transmission and distribution systems are considered compatible with Heavy Industrial land uses. The development of renewable energy systems and alternative energy systems is encouraged where energy conservation, efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation will result.

## Development Standards

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 and other sensitive areas or along major entryways to the City.

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 shall be required to locate an appropriate distance from lands zoned to permit future incompatible uses, based on applicable Provincial standards, guidelines and requirements.

## SITE SPECIFIC POLICY AREAS

### Lakehead Psychiatric Hospital (LPH) and Area

These lands, as shown on Figure 9, are located within the Institutional and Residential designations generally northwest of Algoma Street and Boulevard Lake. Existing hospital buildings and infrastructure occupy the southern portion of the site while the northern portion is undeveloped. These lands offer a significant redevelopment opportunity.

A Development Plan approved by the City shall be prepared prior to the development or redevelopment of these lands.

## Development Objectives

The overall objectives for the development of the LPH lands are to:

- create an attractive, well planned, and resilient residential neighbourhood by preserving and enhancing the natural features and cultural heritage of the area; 🌿
- develop a safe and efficient transportation system, which will allow for convenient movement within and between area neighbourhoods;
- develop an integrated parks and open space system to serve the active and passive recreational needs of the community, and to effectively manage stormwater;
- provide for the establishment of a convenient, neighbourhood commercial node if required;
- develop a land use pattern that provides opportunities for and integrates a full range of housing types, densities, and tenures that will meet the physical requirements and financial capabilities of a variety of households; ❤️
- develop higher density dwelling types before lower density housing forms; and,
- maximize the use of all municipal services, and to develop a scheme which will see a logical progression of services.

## Public Consultation

There is a significant amount of community interest in the development and redevelopment opportunities for the LPH lands. Development proponents are encouraged to engage in public consultation during the Development Plan process.

### Interocean Park and Area (Central Avenue)

These lands, as shown on Figure 9, are located within the Urban Residential designation generally along Central Avenue east of Golf Links Road and west of the Balmoral Light Industrial Area. Low density residential development exists together with a significant amount of vacant city-owned land. These lands offer a significant opportunity for residential development.

A Development Plan approved by the City shall be prepared prior to the development or redevelopment of these lands.

## Development Objectives

The overall objectives for the development of these lands are to:

- create an attractive, well planned, and resilient residential neighbourhood by preserving and enhancing the natural features of the area; 🌿
- develop a safe and efficient transportation system, that will allow for convenient movement within the neighbourhood; ❤️
- develop an integrated parks and open space system to serve the active and passive recreational needs of the area, and to effectively manage stormwater;
- provide for the establishment of a convenient, neighbourhood commercial node if required;
- develop a land use pattern that provides opportunities for and integrates a full range of housing types, densities and tenures that will meet the physical requirements and financial capabilities of a variety of households; ❤️
- develop higher density dwelling types before lower density housing forms; and,
- maximize the use of all municipal services, and to develop a scheme, that will see a logical progression of services.

### Mapleward Road at Dawson Road Area

These lands, as shown on Figure 9, are located within the Rural 1 and Natural Corridor designations and are within 300 metres of the Ministry of Transportation patrol yard operated on Part of Lot 23, Concession A. Only activities that are compatible with the operation of the existing patrol yard will be permitted to locate on lands that are adjacent to and in close proximity to the patrol yard. To avoid, minimize, or mitigate impacts, proposals for redevelopment, infilling, and/or transition to another use may require an Impact Assessment to evaluate the overall feasibility of the proposal.

# PART 11

## IMPLEMENTATION

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## PART 11 - IMPLEMENTATION



The Objectives, Policies, Figures, and Schedules in this Plan, and amendments made to this Plan, as may be made from time to time, shall be implemented through the powers conferred upon the City by *the Planning Act, the Condominium Act, the Municipal Act*, and other applicable Provincial statutes.

In the event that an undertaking that is subject to the *Environmental Assessment Act* is to be carried-out in conjunction with the implementation of this Plan, or an amendment to this Plan, 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.

This Plan is consistent with the Provincial Policy Statement; however, where appropriate, the policies of this Plan may be more restrictive to address local circumstances.

### INTERPRETATION

The Official Plan should be read as a whole document in order to fully grasp its purpose and intent. The Official Plan outlines the policy framework that has been established for setting priorities and making decisions as it relates to land uses within the City.

The Council of the City of Thunder Bay, with the advice of Administration, shall be responsible for interpretation of the Policies, Figures, and Schedules contained within this Plan. Where any other document is referenced, such as Provincial policy or legislation, it is the latest approved version that is being referenced.

Any planning application received prior to the adoption of this Plan will be reviewed against the policies and regulations in effect on the day the application was made. However, the policies and proposed restrictions contained within this Plan are considered the current direction of Council, and shall be considered in the review of applications; Administration will advise Council accordingly.

### LAND USE DESIGNATIONS

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.

The following should be considered when applying the policies of this Plan:

- 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;

- with the exception of the boundary between the Residential designation and the Growth Area, boundary lines between land use designations, 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. The boundary between the Residential designation and the Growth Area represents the existing limit of urban development and is not open for interpretation. Similarly, the Urban Settlement Area boundary represents the urban limit and is not open for interpretation;
- 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. It must be clearly determined and justified that the intent is not compromised before any variance is granted from the number or quantity quoted;
- uses described, or specifically mentioned, under the land use categories should not necessarily be considered all-inclusive. They are used to illustrate the intent of the policy, but no additional use shall be permitted that does not meet the intent of the policy or the land use designation;
- public uses (those facilities owned and/or operated by the City of Thunder Bay, the Province of Ontario, or the Canadian Government) are permitted in all designations and zones; and,
- any indication of public 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 made by Council during its annual capital budget deliberations.

## OFFICIAL PLAN MANAGEMENT

This Official Plan shall be reviewed pursuant to Section 26 of the *Planning Act* at a meeting of Council, where it shall be determined if changes to the Plan are necessary.

Council shall revise this Plan no less frequently than 10 years after it comes into effect and every five years thereafter, unless the Plan is replaced by another new Official Plan.

The City shall monitor the following factors, among other matters:

- population change and development activity,
- progress towards achieving goals, objectives and targets; and,
- changes in Federal and Provincial policies and programs.

Pursuant to Section 24 (1) of the *Planning Act*, no public work shall be undertaken, no by-law passed, nor development agreement executed by the City for any purpose that does not conform to the intent and policies of this Plan.

The City may acquire, hold, or dispose of land for the purposes of implementing this Plan, subject to the provisions of the *Planning Act* or any other applicable Provincial statute.

The City may approve minor modifications to this Plan, its Schedules and Figures, or the implementing Comprehensive Zoning By-law without providing notice of, or holding a public meeting for, the following:

- formatting changes including changing section numbers or the order of text, provided that no sections are added or deleted;
- consolidating the Council-approved amendments to this Plan or implementing the Zoning By-law;
- correcting clerical typographic, punctuation, grammatical or mapping errors which do not affect the intent or application of the policies or provisions of this Plan;
- rewording policies or re-illustrating maps only for the purpose of clarifying policies without changing the intent or purpose of the policies or mapping;
- mapping modifications that reflect new information identified by the Province or the Lakehead Region Conservation Authority such as, but not limited to, wetland areas or areas of special concern, or those that reflect changes resulting from other master planning projects, such as, but not limited to, transportation plans and drainage studies;
- inserting footnotes or similar annotations to indicate the origin and approval of a provision; or,
- updating references to legislation or Ministry names to reflect changes or amendments to legislation or applicable authorities.

## AMENDMENTS TO THIS PLAN

Where it is found to be desirable, due to changing economic, social, or technical situations, or where additional research has established more appropriate provisions, the City shall amend the Plan accordingly.

Amendments to the policies or schedules of this Plan are required in order to permit the establishment of uses other than those contemplated by this Plan.

No privately-initiated applications to amend this Official Plan will be permitted for 2 years after its effective date unless Council passes a resolution to allow applications during the 2-year time-out.

### Evaluation Criteria for Planning Approval

The following matters, shall be considered when evaluating applications for planning approval to permit development. Not all matters listed below will be applicable in every circumstance and shall be evaluated within the context of the proposed development and the site's location and attributes. Furthermore, the matters listed below do not constitute an exhaustive list, and other relevant matters may be considered where it is appropriate.

#### General Matters

In reviewing amendments to this Plan, the following will be considered:

- need for the proposed use(s);
- extent of lands designated for the proposed use, their development status, and their adequacy for the use(s) intended;
- physical suitability of the land for the proposed use(s);
- availability of public service facilities and utilities to the lands;
- compatibility of the proposed use and buildings in terms of scale, mass and design with surrounding uses and buildings;
- potential financial impacts on the City;
- potential impacts on the goals and objectives outlined in this plan with respect to land use hierarchy;
- potential market or economic impacts on other areas of the City;
- compliance with the Minimum Distance Separation formulae established by the Province;
- compliance with Nutrient Management provisions;
- need for other public authority approvals;
- fragmentation of natural heritage areas, agricultural lands, or resource-based lands does not occur;
- preservation of rural character through the retention of natural vegetation and topography, and where needed, increased setbacks and plantings;
- possibility of contamination; and,
- consistency with the Provincial Policy Statement.

## Site Characteristics

The following matters shall be considered with respect to the site's ability to:

- provide for sufficient lot area and frontage on an appropriately designated open and maintained public road;
- accommodate the proposed use in terms of suitable drainage, soil conditions, grades, and topography;
- take advantage of unique features related to topography and view(s);
- accommodate an appropriate stormwater management system;
- provide for the protection, preservation, and/or enhancement of natural features and areas, and cultural heritage resources;
- provide adequate landscaped open space, opportunities for urban agriculture, and outdoor amenity area for residents, employees and/or visitors;
- accommodate required on-site vehicular and bicycle parking in close proximity to building entrances, and on-site loading facilities;
- provide safe and accessible ingress/egress with appropriate sight lines, and safe, accessible, efficient, convenient and well-connected vehicular, cyclist, and pedestrian circulation;
- provide for a safe, accessible, pedestrian realm through the proposed building's use of architectural detail, form, orientation and location of doors and windows;
- access the transportation system including existing or planned public transit and active transportation routes; sidewalks, walkways or multi-use trail connections to/from the site;
- contribute to the active transportation system through the introduction of new or enhanced connections;
- provide on-site landscaping, fencing, planting, berming, screening, setbacks and other measures designed to buffer adjacent land uses if necessary, and to contribute to urban design streetscape objectives;
- provide waste management facilities, and snow storage;
- access appropriate public services such as municipal water and sanitary sewer, public facilities, and public utilities to service the site consistent with the needs of the proposed use;
- support a private well and private sewage disposal system, or municipal water service and a private sewage disposal system that is appropriate to the needs of the proposed use; and,
- access complementary community services and facilities and uses, such as recreational, commercial, and institutional as appropriate;



## Potential Impacts

The proposed development shall be evaluated with respect to its potential impact on:

- present and future uses in the area;
- shadowing on surrounding land uses; traffic or transportation facilities, and public areas affected by required road improvements;
- lighting;
- existing agricultural operations, including uses directly related to surrounding agricultural operations;
- the hydrogeological function of the area;
- surrounding natural heritage features and areas, and cultural heritage resources; and,
- noise, vibration and/or emissions.

In all instances options to avoid, minimize, or mitigate potential impacts shall be considered, and where applicable, in accordance with Provincial Guidelines.

## CLIMATE CHANGE ADAPTATION AND MITIGATION

Climate change is occurring. Climate projections for the Thunder Bay region include an increase in extreme weather, temperature fluctuations, frequent high intensity rainfall events, and drought conditions in the summer.

Adaptation is defined as initiatives or actions taken in response to actual or projected climate change impacts, which can reduce the effects of climate change on built, natural, food and social systems.

The City is committed to climate change mitigation and adaptation to enhance its adaptive capacity to moderate potential damages, and take advantage of opportunities to better cope with the consequences.

The reduction of greenhouse gas emissions, and the adaptation of buildings and infrastructure to be more resilient to severe weather, will assist in addressing the potential adverse environmental impact of climate change.

As development and site alteration proceeds, the following design and retrofit measures shall be encouraged to improve the City's resiliency and decrease its vulnerability:

- Increasing the proportion of permeable surfaces to reduce flood risk and strain on sanitary sewer and stormwater infrastructure, and to reduce the heat island effect;
- Improving water efficiency in new development and existing buildings to reduce use and consumption of water, and minimize wastewater flows;
- Promoting compact urban form and a mix of employment and housing to shorten commute journeys;
- Promoting energy efficient design to lessen impacts on the environment including passive solar considerations;
- Encouraging the adaptation of buildings and infrastructure to be more energy efficient and resilient to severe weather events; and,
- Promoting local food production to enhance access to locally grown produce, lower energy consumption and reduce emissions, and transportation costs.

## CITIZEN PARTICIPATION AND PUBLIC MEETINGS

Public input is an important and necessary component of any effective planning exercise. It is essential that residents of Thunder Bay are made aware of various planning initiatives and proposals, and are given the opportunity to express their views on these matters.

The City shall develop a citizen participation program as part of any comprehensive review of this Plan or the Zoning By-law, or the preparation or review of any Secondary Plan. Such programs will be designed to promote and embody transparency and openness, as well as increase public awareness and encourage active citizen involvement in the planning process.

The City shall hold Public Meetings for the purpose of reviewing this Plan, as well as for the purpose of reviewing planning applications in accordance with the requirements of the *Planning Act*. In addition, when appropriate, specific stakeholder groups may be consulted. Public open houses or other public consultation approaches may be utilized or required, when deemed appropriate at any time in the planning process.

Consistent with the *Planning Act*, the public meeting, hearing, open house and notice procedures that will be followed for applications to approve, adopt or amend an Official Plan or Zoning By-law, a Community Improvement Plan, Minor Variance, Consent, Plan of Subdivision, Vacant Land Condominium, and Common Elements Condominium are as follows:

### Statutory Public Meeting

Where required by the *Planning Act* or its regulations, the City will hold one or more public meetings at which time the development proponent and any member of the public may express their views on a planning proposal.

In addition to the public meeting, if a comprehensive review of this Plan or the Zoning By-law is being undertaken, the City will hold at least one open house for the purpose of giving the public an opportunity to review and ask questions on the required information and material. If an open house is required, it will be held at least seven days prior to the date of the initial public meeting, and notice will be provided at least 14 days before the date of the open house.

### Timing of Notices

Within 15 days after an affirmative notice of acceptance of a complete application is provided for applications made under the *Planning Act* requiring public notice, the City will provide a Notice of Application to the persons and public bodies prescribed under the *Planning Act*, and make the required information and material available to the public.

In the case of an amendment to the Official Plan, or the adoption or amendment of a Community Improvement Plan or Zoning By-law, Notice of Public Meeting will be given a minimum of 20 days prior to the date of the public meeting. For the approval or revision of a Plan of Subdivision, or a Vacant Land or Common Elements Condominium, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting.

Where the City proposes to conditionally approve an application for Consent, the application will be considered no earlier than 14 days after notice of the application has been provided.

In the case of an application for Minor Variance, the Notice of Hearing will be given a minimum of 14 days prior to the date of the hearing.

## Method of Notice

Notice of Application and Notice of Public Meeting will be given in accordance with the *Planning Act* and its regulations, and may include the following methods:

- Publication in the local Chronicle Journal newspaper;
- Publication on the City of Thunder Bay website;
- Signage on or near the site of the application providing brief details of the application and where more information can be obtained;
- Mail or email, to the best of the ability of the City to:
  - Every owner of land within the affected site and/or area to which the proposal applies, as shown on the last revised assessment roll;
  - Within the Urban Settlement Area, every owner of land within 120 metres of the area to which the proposal applies, as shown on the last revised assessment roll;
  - Within the Rural Settlement Area, every owner of land within 250 metres of the area to which the proposal applies, as shown on the last revised assessment roll;
  - Within the Rural Area, every owner of land within 500 metres of the area to which the proposal applies, as shown on the last revised assessment roll;
- Every person and agency that has given the City Clerk a written request for such notice;
- The Applicant; and,
- The public bodies and agencies as prescribed by the Province.

## Notification to Non-Owner Occupied Dwellings

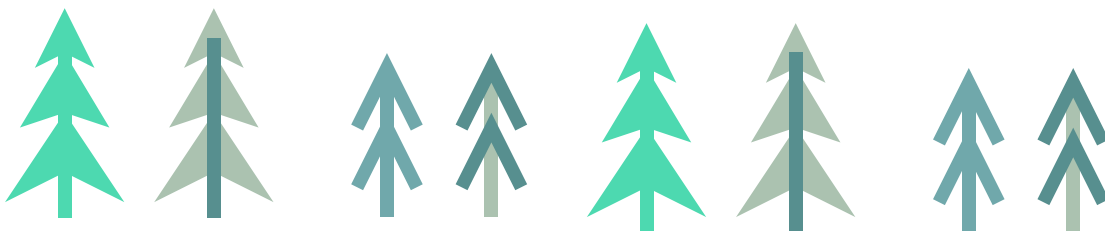
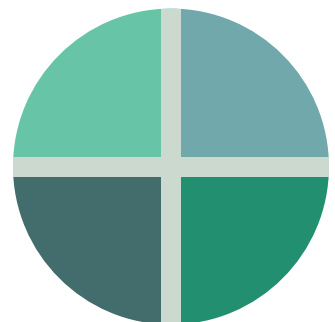
Where the City is aware of non-owner occupied dwellings located within the circulation radius, efforts may be made to request that the owners of land notify their tenant(s), and/or post the notice in prominent location(s) within the building, such as in common areas, front lobby, laundry area, and mail room.

## Neighbouring Municipalities and First Nations Communities

The City will engage and consult early in the planning process with neighbouring municipalities, and Fort William First Nation, local Métis Nation on matters of mutual interest and concern, and will collaborate on development proposals or matters that could affect the City and neighbouring municipalities and/or Fort William First Nation.

## Notices of Decision

The City will have regard to all written and oral submissions received and will include an explanation of the effect public input had on the planning decision in all Notices of Decision.



## PRE-CONSULTATION AND COMPLETE APPLICATIONS

In accordance with the *Planning Act*, the City shall require development proponents to pre-consult with the City prior to the submission of any application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Consent, Site Plan, or Site Plan Amendment. Exemptions to the pre-consultation requirement may be established.

During the pre-consultation period, the City shall determine what information and/or studies are required to be submitted by the development proponent in support of the application in order to evaluate the proposal. Pre-consultation meetings shall be held with the City, the development proponent, and any other government body, public authority, and/or external agency as deemed appropriate by the City. The City may also require development proponents to pre-consult with Provincial Ministries to address the impacts of Provincial legislation including, but not limited to, the *Endangered Species Act* and its regulations on the proposed development.

The City may defer submission of certain information and/or studies until later in the process. Additional public consultation requirements, such as open houses, may also be identified during the pre-consultation period, or at any time during the application process.

All planning applications shall comply with the statutory complete application submission requirements of the *Planning Act*; include a fully completed application form with all submission requirements and supporting documentation; and include a public consultation strategy and the prescribed application fee.

Depending upon the nature and location of the proposal, the City, in consultation with the development proponent and any other government body, public authority and/or external agency, as deemed necessary by the City, may require the following information and/or studies in order to deem an application complete. Any such studies

shall be at the expense of the development proponent. The City may require a peer or third party review of any report or study prepared to fulfill the requirements of an application. The costs of a peer review shall be at the expense of the development proponent.

In addition to the information and/or studies identified during the pre-consultation process, the development proponent may be required to submit additional studies during the application review process or peer review process. The need for such studies will be determined on a case-by-case basis in consultation with the City, the development proponent and any other government body, public authority, and/or external agency.

The scope, details and timing of required studies, reports and information shall be identified by the City in consultation with the development proponent and any other government body, public authority, and/or external agency, as deemed necessary by the City, and will be dependent on the nature of the proposal, its relationship to adjacent land uses and the type of planning approval.

The City may refuse to accept or further consider an application until a complete application has been submitted.

The City shall develop Guidelines for the preparation of studies in accordance with best practices and accepted industry standards. Where Guidelines do not exist, best professional practice shall be followed.



The following studies, reports and information may be required, as determined by the City in consultation with the development proponent, and any other government body, public authority and/or external agency as deemed necessary by the City, to be submitted as part of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Consent, Draft Plan of Subdivision, and Draft Plan of Condominium:

Full Legal Description, Municipal Address and Key Plan	View Shed/Visual Impact Assessment	Erosion/Sediment Control Plan	Significant Wildlife Habitat Evaluation
Existing Conditions Plan	Wind Impact Study	Water, Sanitary Sewer, and Stormwater Capacity Study	Fisheries Assessment
Topographical Survey	Retail Market/Economic Impact Study	Utility Capacity Study (hydro, telecommunications, gas)	Statement re: Endangered Species Act compliance
Tree Inventory	Financial Impact Study	Geotechnical Report	Natural Feature Boundary Verification
Recent Survey	Statement of Conformity with Minimum Distance Separation Formulae		Slope Stability Report
Survey Sketch			
<b>PLANNING</b>	Nutrient Management Plan	<b>CULTURAL HERITAGE</b>	<b>Mitigation</b>
Planning Rationale Report	Lighting/Photometric Plan	Cultural Heritage Evaluation Report or Heritage Impact Statement	Flood Plain Management Report
Site Plan, Building Elevations, Floor Plans	<b>PARKS</b>	Archaeological Assessment	Watercourse Protection/ Rehabilitation Plan
Public Consultation Strategy	Park Facility Fit Plan	Marine Archaeological Assessment	Shoreline Control Plan
Area Specific Architectural Guidelines	<b>TRANSPORTATION</b>		Wildland Fire Site Assessment and Protection Plan
Area Specific Urban Design Guidelines	Transit Impact Study Parking	<b>NATURAL HERITAGE</b>	<b>ENVIRONMENT</b>
Tree Preservation Plan	Parking Needs and/or Impact Analysis	<b>Assessment</b>	Environmental Site Assessment or Record of Site Condition
Rental Housing Conversion Study	Traffic Impact Study	Environmental Impact Study which may include some or all of the following:	Air Quality Study
Hydrogeological Assessment/Study and Servicing Options Statement	<b>ENGINEERING</b>	Ecological Site Assessment	Noise and/or Vibration Impact Assessment
Sun/Shadow Study	Functional Servicing Report which often includes:	Species at Risk Assessment	
Development Plan	Grading, Drainage, and Stormwater Management Plan	Hydrological Assessment	

## COMMUNITY IMPROVEMENT

### Objectives

The objectives of the Community Improvement policies are to:

- enhance the quality of the physical environment and environmental condition of the community through the proper maintenance, preservation, improvement, and adaptive reuse of existing buildings or landscapes;
- provide appropriate municipal infrastructure and services in support of private sector initiatives;
- promote sustainable development through compact urban form, intensification, mixed uses, revitalization, conservation and increased transit use;
- encourage private owners to upgrade, rehabilitate, or redevelop their buildings and land holdings in accordance with the policies of this Plan;
- undertake comprehensive community improvement projects in designated Community Improvement Project Areas to foster community pride, attract new business investment and residents;
- realize the highest value for public expenditures; and,
- increase community safety through the application of Crime Prevention Through Environmental Design principles in all development projects. ♥
- Increase the supply of adequate and affordable/attainable housing and improve the diversity of housing options by increasing the mix and range of housing types.

### 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 may be considered in the selection of Community Improvement Project Areas

The City 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*.

### Selection Criteria

Areas are to be selected on the basis of the following considerations:

- condition and adequacy of municipal infrastructure or services;
- condition and adequacy of municipal recreational services and facilities such as parks, arenas or community centres;
- condition and appearance of buildings or structures which require upgrading, rehabilitation, or redevelopment;
- presence of, and potential for, major open space areas with facilities that serve the entire community;
- presence of residential, commercial, industrial, or institutional areas which require streetscape and/or façade improvement;
- existence of, or potential for the establishment of, Business Improvement Areas;
- presence of vacant lots and/or commercial buildings;
- condition and adequacy of off-street parking facilities;
- need for transportation improvements, traffic re-alignment or establishing or improving connections to the active transportation network;
- presence of properties designated under the *Heritage Act*, including individual properties and Heritage Conservation Districts;
- presence of incompatible land uses;
- presence of soil contamination;
- opportunity to improve community safety;
- inadequate mix and range of housing types; and
- inadequate supply of affordable/attainable housing

## 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 and rehabilitation of natural heritage features and areas, and 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.

**The City has three Community Improvement Plans in effect. They include:**

- Strategic Core Areas (By-law 104-2016)
- Port of Thunder Bay (By-law 124-2010)
- Thunder Bay International Airport (By-law 155-2003)
- The Community Improvement Plan Project Areas are shown on Figure 11.



## Business Improvement Areas

Business Improvement Areas play an important role in promoting economic development, overseeing the improvement and maintenance of infrastructure, and enhancing the streetscape through beautification. The City will maintain its support for the two existing Business Improvement Areas and will encourage the establishment of additional Business Improvement Areas, where appropriate. ↗

The boundaries of the Fort William Business District (Victoria Avenue) and the Waterfront District BIAs are shown on Figure 12.

## LAND USE TOOLS

### Secondary Plans

A Secondary Plan is a detailed plan 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.

Secondary Plans shall be prepared to:

- guide the development and orderly growth of an area prior to development or redevelopment;
- implement a vision or design concept for a specific area; and,
- address specific matters such as land use, servicing, transportation connections, environmental protection and density.

A Secondary Plan may be prepared as needed in any area of the City, and in particular may include areas where:

- there are large tracts of vacant or underutilized land;
- future growth and fully serviced urban development is intended;
- significant redevelopment and change is underway;
- there are pressures for expansion or transition to other

types of land use;

- a coordinated approach to subdivision development is required; and,
- Heritage Conservation Districts exist.

Secondary Plans shall be adopted as an amendment to this Plan, and will provide direction on the following matters, among others:

- phasing of development or redevelopment;
- land use mix and compatibility;
- financial considerations, including cost-sharing between benefitting landowners;
- vehicular and active transportation including connections within the Secondary Plan area and connections to other areas, including any future development areas and between subdivisions; 
- water and sanitary plant capacity and distribution;
- public and private utilities;
- protection of natural or built heritage features; 
- the need for, and appropriate location of, parks and school sites, and community, recreational, and cultural services and facilities;
- form and intensity of land uses, including commercial nodes if required;
- clustering of development to maximize green space; 
- environmental impact and protection strategies, including stormwater management, wildland fire mitigation, and climate change adaptation; 
- access to, and visibility of, public spaces such as natural corridors, schools, commercial blocks and parks; 
- consideration of orientation of streets, lots, and buildings to maximize passive solar opportunities;
- urban design, accessibility, and community safety objectives; 
- infill and lot creation policies;

- density targets;

- access to food;

- hydrogeological impacts; and,

- the cumulative impacts of septic systems within the Rural Settlement Areas.

Secondary Plans may contain a more detailed classification of land use designation than used on a City-wide basis.

Unless noted otherwise, Secondary 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. However, should there be a discrepancy between the policies and/or designations of this Plan and the Secondary Plan, the policies and designations of the Secondary Plan shall prevail.

Prior to commencing the preparation of a Secondary Plan, a terms of reference shall be prepared that sets out the need for the Secondary Plan, the intended scope, the process of plan preparation, and the opportunities for public participation and involvement. A Secondary Plan may be initiated by the City, the development community or a partnership of the two. Any privately initiated Secondary Plans shall require a terms of reference that is approved by the City prior to the commencement of the Plan. Secondary Plans shall be prepared by a qualified professional with recognized expertise in the appropriate disciplines.

## Site Specific Policy Areas

Site Specific Policy Areas shall be used to apply site specific planning policies to defined properties or areas. These policies provide guidance for individual properties or geographic areas of the City where more detailed direction for land use, infrastructure, transportation, environmental protection, urban design, or similar issues are required beyond the general framework provided by this Plan or a Secondary Plan due to unique local circumstances.

Site Specific Policy Areas may be created as needed in any area of the City where more detailed direction is required beyond the general policies of this Plan.



New Site Specific Policy Areas shall be adopted as an Amendment to this Plan.

## Development Plans

A Development Plan is a detailed plan prepared for lands within a Site Specific Policy Area. Development Plans provide direction on the overall layout and design of an area. Matters such as land use, servicing, transportation and local road layout, environmental protection, and urban design shall be considered within the context of the site's features and its relationship with surrounding lands.

Development Plans shall conform to the policies of this Plan and shall be adopted by By-law.

## Zoning By-law

A Comprehensive Zoning By-law adopted by City Council under Section 34 of the *Planning Act* will be the primary tool used to implement this Official Plan. The Zoning By-law and any amendments thereto shall conform with this Plan.

Legally established uses that do not comply with the land use designations of this Plan may be zoned to permit the continuation of the use, in accordance with the development standards of this Plan.

Site specific Zoning By-law amendments in force and effect at the time of adoption of this Plan shall be deemed to conform to this Plan.

## Zoning By-law Amendments and Minor Variances

Applications to amend the Zoning By-law or to vary its regulations through a Minor Variance will be considered by Council or the Committee of Adjustment, and shall be reviewed and evaluated in accordance with all applicable Official Plan policies. Amendments and variances shall maintain the purpose and intent of this Plan.

No Privately-initiated applications to amend the Zoning By-law or for minor variances will be permitted for 2 years after its effective date unless Council passes a resolution to allow applications during the 2-year time-out.

## Interim Control By-laws

Where Council has directed that a land use study be undertaken for all or part of the City, Council may pass an Interim Control By-law pursuant to Section 38 of the *Planning Act* restricting the use of land, buildings, or structures within the defined area(s) for a limited period of time not exceeding 1 year during the preparation and consideration of the land use study.

## Temporary Use

The City may pass a By-law to allow the temporary use of land, buildings or structures that do not comply with the land use designations of this Plan based on the following:

- the temporary use does not require major capital investment or alteration to the existing built form or lands, including extension to public services;
- the proposed use is compatible with surrounding uses and meets general development standards; and,
- the use is permitted for a period not exceeding 20 years in the case of a Garden Suite, and 3 years for all other temporary uses. Although, the City may grant extensions to this period should circumstances warrant extending the temporary use.

An extension may be recommended on the basis of the following considerations:

- the use is intended to exist for only a limited period of time;
- it is necessary to monitor a use for a temporary period of time prior to considering a permanent zone change;
- it is appropriate to facilitate the use of an existing, substantial, and structurally sound building until such time as re-use or re-development occurs; and,
- it is appropriate to facilitate the use of an existing building where the lands are located within an area that is the subject of a land use study, provided the outcome of that study will not be influenced.

## Holding Provisions

The City may, through the use of a holding symbol (H) in conjunction with any Zoning By-law, specify the use to which lands, buildings, or structures may be put at some time in the future, but which are now considered premature or inappropriate for immediate development. Any land within the City may be made subject to holding provisions.

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, 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.

The Zoning By-law containing the holding provisions shall specify the conditions for removal of the holding provision.

A holding symbol (H) may be applied on the basis of one or more of the following considerations:

- transportation and/or public services and facilities are insufficient to serve the intended use;
- the development is contingent on other matters occurring first such as land consolidation;
- a development agreement, servicing agreement, subdivision agreement, or other required agreements are necessary to guide the orderly development of the lands;
- phasing of a development is necessary;
- mitigation measures are required to minimize risks associated with wildland fire;
- improvements are necessary prior to the development of the lands such as the rehabilitation of contaminated sites, or the protection of natural heritage features and areas; and,
- completion of studies or plans that 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 the City is satisfied that all matters relating to the placement of the holding symbol have been sufficiently addressed.

## Parkdale Plan of Subdivision – By-law 130-1993

In addition to all other planning and subdivision considerations, the following will apply to the removal of the “H” - holding symbol from all or part of a property within the Parkdale Plan of Subdivision (58T-92014) By-law 130-1993:

- the developer shall submit a traffic study, prepared by a traffic engineer, of the internal and external transportation facilities;
- the number of units to be considered shall not be limited but will be considered in reference to the anticipated traffic forecast;
- emergency access shall be provided, whether by a roadway protected by median barrier or by other means;
- Council shall receive the advice and recommendation of the Planning Services, Building Services and Engineering & Operations Divisions; and
- 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.

## Fairview Area – By-law 239-1992

The following will apply to the removal of the “H” - holding symbol from all or part of a property within the Fairview Area By-law 239-1992:

- municipal infrastructure and/or community support services have been determined to be sufficient to serve the proposed development;
- transportation facilities have been determined to be adequate and/or to be of an appropriate function relative to the proposed land use;
- the consolidation of land ownership to ensure orderly development and phasing of the project has occurred; and,
- funding agreements on necessary infrastructure or services have occurred.

## Conditional Zoning

If prescribed by Ontario Regulation, the City may develop criteria for the establishment and use of conditional zoning.

## Future Development Zone

The City may establish and use a Future Development Zone in areas where development is premature and the appropriate future use is undetermined, until such time as appropriate secondary planning, studies or planning approvals have been undertaken.

## Non-Conforming Uses and Undersized Lots of Record

Extensions, enlargements, or reconstruction of buildings or structures that are non-conforming uses will be considered by Council or by the Committee of Adjustment in the following instances:

- where the use was legally established; or
- where initiatives or developments will result in the improvement of existing situations with respect to noise, vibration, fumes, smoke, dust, odour, traffic, or parking problems.

Such extensions, enlargements, or rebuilding shall not:

- unduly aggravate the situation created by the existence of the use;
- provide for the continuation of a use or conditions that pose a risk to health and safety;
- substantially alter the nature of the existing land use unless the purpose of such alteration is to move to a use that is closer in conformity with this Plan; and,
- significantly alter the scale of the existing activities, and shall not extend beyond the boundaries of the lot.

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).

## LAND DIVISION TOOLS

### Plans of Subdivision

A Plan of Subdivision shall be required where three or more new lots (being three or more new and one retained) are to be created. Within the Rural Area, subdivision development where a new or extended public or private road is required is permitted only within the Rural Settlement Areas.

Where three or more new lots (being three new and one retained) would be created fronting on an existing, open, and maintained road, a Plan of Subdivision may not be required if infrastructure is suitable to support the proposed development, subject to any studies being completed by the development proponent to the satisfaction of the City Engineer. If a Plan of Subdivision is not required then the Consent process may be used.

Plans of Subdivision are to conform to the policies of this Plan and shall generally address those matters outlined for Secondary Plans on Pages 103-104. Where a Zoning By-law amendment is required to facilitate the development of a Plan of Subdivision, it is encouraged that applications be submitted in a coordinated fashion.

The City may require that development proponents satisfy reasonable conditions prior to final approval and registration of the Plan of Subdivision. The development proponent will be required to meet conditions of draft plan approval within a specified time period, not less than three years, after which, draft plan approval will lapse, or require extension.

Residential plans shall be physically connected to surrounding areas through road networks, trails, and Environmental Protection areas. It is intended that streets provide the primary linkages and active transportation routes. Walkway blocks will be discouraged unless no other option is available. Cul-de-sacs will only be supported where physical constraints do not permit other options. Where a Plan of Subdivision is proposed adjacent to a Provincial highway, the layout of the subdivision is to be designed so that any noise or vibration impacts from the highway are minimized.

All development within Plans of Subdivision shall be in compliance with the City's Engineering Development Standards, and Parks and Open Spaces Standards and Specifications.

## Subdivision Deemed not to be Registered

The City may deem a Plan of Subdivision or a portion thereof, not to be registered if the Plan has been registered for at least 8 years and the conditions of the subdivision have not been met, or the lands remain undeveloped.

## Part Lot Control Exemption

Part lot control exemptions may be used to further subdivide lands within a Plan of Subdivision. Generally, this approach is used to both respond to market demands, and to provide an approach for establishing accurate lot dimensions for freehold townhouses and semi-detached dwellings. Foundations for attached dwellings are to be in place prior to approval.

## Plans of Condominium

Generally, a Condominium is a development where separate units are privately owned by individuals, but common elements or areas of common use, such as the grounds, mechanical components, roads, parking, stormwater management facilities, and amenity areas, are jointly owned by those owning individual units. Condominium developments can be of a residential, commercial, or industrial nature, and may include a variety of forms or combinations.

There are a variety of approaches to condominium planning, including standard, common elements, phased and vacant land condominiums, as outlined in the *Condominium Act*. The process of creating units, common elements, and exclusive use common elements through the registration of a condominium description is governed by the *Condominium Act* and the *Planning Act*.

Vacant Land Condominiums shall be subject to the same considerations and requirements for the evaluation of draft Plans of Subdivision, and shall be permitted only within the Settlement Areas.

The City may require that development proponents satisfy reasonable conditions prior to final approval and registration of the Plan of Condominium. The development proponent will be required to meet conditions of draft plan approval within a specified time period, no less than 3 years, after which, draft plan approval will lapse.

Where existing buildings are to be converted to condominium tenure, plans may be exempt from the subdivision process outlined in the *Planning Act*, based on criteria approved by Council, including engineering, servicing, and financial considerations to provide for the appropriate development of the lands, and for the ongoing maintenance of services and facilities. Where attached ground-level dwellings such as townhouses or semi-detached dwellings are proposed, the foundations of these dwellings are to be completed prior to approval or exemption.

## Lot Creation (Consent to Sever)

The creation of one or two new lots (being one or two new and one retained) through Consent to sever is permitted in any land use designation where it can be clearly demonstrated that the proposed lots represent efficient development and would not jeopardize, in any way, the proper and logical development of the retained lands or surrounding properties. Severances that would create land locked parcels, flag pole lots, or parcels that have irregular shapes or jagged or skewed lot lines will generally not be supported. Lot configurations shall generally be square or rectangular, unless the location of substantial natural features dictates otherwise.

Where the lots would be created fronting on an existing road, more than two lots may be permitted by Consent in the Rural 3 and Residential designations if existing infrastructure is suitable to support the proposed development. Approval shall be contingent upon any studies being completed by the development proponent to the satisfaction of the City Engineer, otherwise a Plan of Subdivision shall be required.




Where Consent activity is such that the cumulative impact is a concern, a hydrogeological assessment or study completed by a qualified professional in accordance with Provincial Guidelines may be required to demonstrate that the impacts on ground and surface water will be within acceptable limits. Development on individual on-site sewage and water services should be suitable for the long-term provisions of such services with no net negative impacts.

## Lot Additions

Lot additions may be supported within all land use designations for technical or legal reasons, or for the purpose of lot enlargement, including farm consolidation. However, within the Rural or Rural Settlement Area designations, lot additions may not be used to create new developable lots now or in the future.

## Evaluation Criteria

Consent applications will be evaluated in accordance with the following:

- within the Urban Settlement Area, the proposed severed and retained lots shall have access to full municipal services, including water and sanitary systems;
- within the Rural Settlement Area, the proposed severed lots shall have approval for a private sewage disposal system, and proof of an adequate private or municipal water supply in accordance with established standards;
- within the Rural Area, the proposed severed lots shall have approval for a private sewage disposal system, and proof of an adequate private water supply in accordance with established standards;
- the cumulative impact of Consent activity on the hydrogeological function of the area; 
- lots shall have frontage on an opened, travelled, and municipally-maintained road providing access;
- adequate safe access shall be provided to and from the lots;
- any easement required for services such as telephone, hydro or natural gas is granted;
- the lot meets the minimum lot frontage and area requirements, or a Minor Variance has been granted;
- appropriate access and sight lines shall be provided;
- surrounding land uses are considered compatible with respect to noise, vibration, and/or emissions;
- minimum lot area requirements must be provided outside of any area zoned as Environmental Protection;
- development shall be permitted only where soil and drainage conditions are suitable, or less than 3 metres of imported fill is required to make the site suitable;
- the proposed severed and retained lots shall not result in the fragmentation of natural heritage areas, agricultural lands, or resource-based lands;
- within the Rural Area, all lot creation shall have regard for the natural heritage features of the site in order to retain as much of the rural character of the area as possible; 
- proposed building envelopes shall be located to protect the existing natural vegetation and trees on the lot as much as possible; 
- lots shall not create incompatibility with resource-based uses including agriculture;
- Provincial Guidelines shall be used to assess the potential for incompatibility;
- where hazardous forest types for wildland fire are present, appropriate mitigation measures are identified and implemented;
- appropriate separation distances exist in accordance with the Minimum Distance Separation Formulae as established by the Province;
- the dedication of lands or cash in lieu payments are made with respect to road widenings, parkland, sidewalks and parking, if required;
- the proposed severed and retained lots shall not preclude the servicing and development of backlot areas, and where necessary, provisions for access shall be required as a condition of Consent; and,
- within the Urban Settlement Area, no proposed building or structure should be located such that the future severance potential of the lot is compromised.

As a condition of Consent to sever lands, the City may require that a development proponent enter into a Development Agreement, and /or make a Deferred Services Payment to provide and pay for such features as storm sewers, sidewalks, road paving, curb and gutter, the burial of wires, street trees, and/or any other

services considered appropriate by the commenting departments and agencies.

Other Miscellaneous Agreements may also be required to address matters such as the proximity of noise and vibration sources, and the environmental condition of lands.

A sketch prepared by an Ontario Land Surveyor and/or documentation or studies may be required in support of any application for Consent in order to demonstrate that criteria have been or can be met.

## Required Lot Sizes

In addition to the criteria above, minimum lot size and frontage requirements are intended to limit rural lot creation, provide an adequate lot size for sewage disposal, protect rural character, protect opportunities for agriculture and resource-based activities, protect existing road function, and protect environmental features. To this end, the following policies apply to the creation of lots within the Rural Areas:

### Rural 1

- Severed lots shall have a minimum lot area of 1 hectare and a minimum frontage of 60 metres. A larger lot area may be required where necessary to provide for a private sewage disposal system;
- Retained lots shall have a minimum lot area of 5 hectares and a minimum frontage of 60 metres, however, where a lot existing on January 1st, 2018 has a minimum lot frontage of 120 metres and a lot area less than 5 hectares and greater than 4 hectares, one 1 hectare parcel with a minimum lot frontage of 60 metres may be severed resulting in a retained lot with a lot area less than 5 hectares; and,
- No more than two lots may be created from a parcel that is held under unity of ownership on January 1st, 1978.

### Rural 2

- Severed lots shall have a minimum lot area of 1 hectare and a minimum frontage of 60 metres. A larger lot area may be required where necessary to provide for a private sewage disposal system;
- Retained lots shall have a minimum lot area of 1 hectare and a minimum frontage of 60 metres; and,
- No more than two lots may be created from a parcel that is held under unity of ownership on January 1st, 2015.

### Rural 3

- Severed lots shall have a minimum lot area of 1 hectare and a minimum frontage of 60 metres. A larger lot area may be required where necessary to provide for a private sewage disposal system;
- Retained lots shall have a minimum lot area of 1 hectare and a minimum frontage of 60 metres; and,
- There is no limit on the number of lots that may be created on open roads when existing water service already exists.

In the Rural 1, 2 and 3 designations, variances to permit a lot area less than 1 hectare, but greater than or equal to 8000 m<sup>2</sup>, may be considered if it can be demonstrated that the average lot size within 500 metres of the subject land is 1 hectare or greater, or a hydrogeological report supporting the reduced lot size has been prepared to the satisfaction of the City Engineer and Planning Services staff.

### Rural Settlement Area

Severed and retained lots shall have a minimum lot area of 1 hectare;

- No more than two lots may be created by consent;
- Severances are only permitted on open roads where existing water service already exists; and,
- If creating more than one lot, where the lots to be created are less than 1 hectare, a hydrogeological study is required.

In the Rural Settlement Area, smaller lots may be considered if it can be demonstrated that the average lot size within 500 metres of the subject land is 1 hectare or greater, or a hydrogeological report supporting the reduced lot size has been prepared to the satisfaction of the City Engineer and Planning Services staff.

## DEVELOPMENT TOOLS

### Site Plan Control

Site Plan Control is a development tool used to ensure that proposed development is consistent with City's Urban Design and Landscape Guidelines and Image Route Guidelines, is well planned, meets current standards, compliments the City's strategic initiatives, and integrates well into the surrounding community. The Site Plan Control approval process enables the City to guide development in an orderly and efficient manner, to ensure safe and accessible human-scale pedestrian friendly design, and to improve the overall appearance and quality of development. It also provides for the appropriate treatment of features such as the location and exterior design of new buildings, landscaping, parking, grading, drainage, lighting, fencing, buffering and screening, and allows the City to enter into legal and binding agreements with owners/development proponents to ensure that these matters are addressed.

The City shall, by By-law, establish a Site Plan Control Area for the entire City, certain locations, or land use designations, zones, or uses. In addition, the City may identify certain circumstances where site plan approval will not be required. The City may delegate approval authority to Administration in order to assist in timely approvals.


Site plan approval, site plan agreements, the requirement for securities, and/or undertakings shall be utilized to ensure the appropriate development of lands. Development undertaken under Site Plan Control shall consider the objectives of this Plan, as well as the objectives of any Council-endorsed Guidelines, and development standards. The dedication of lands or monies made for the purposes of cash-in-lieu dedications or off-site improvements may be required through Site Plan Control to implement the requirements of this Plan, as they relate to the proposed development.

The following, among other matters, shall be considered in the review of site plans:

- the need for easements and/or dedications for public services, facilities or utilities;
- compliance with the City's Urban Design and Landscape Guidelines, Image Route Guidelines and any applicable standards or Guidelines with regard to the location,


design, scale and massing of all buildings, structures, facilities, signage, and site works;

- the design of all facilities and site works including stormwater management in accordance with the City's Engineering Development Standards, and Parks and Open Spaces Standards and Specifications, and with regard to accessibility for residents of all ages and abilities;
- the relationship of the proposed buildings to adjacent buildings, streets, and exterior areas to which members of the public have access;
- the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;
- the exterior design; including without limitation, the character, scale, appearance, and design features of buildings and their sustainable design;
- where appropriate, the contribution that the development provides to the streetscape and active and public transportation goals; ♥
- the sustainable design elements on any adjoining roadway under the City's jurisdiction, including without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities;
- appropriate mitigation measures are identified to address any impacts of the development, such as noise attenuation;
- appropriate and functional on-site services and facilities are provided, including, ingress and egress, parking, waste management, and snow storage facilities/areas;
- appropriate mitigation measures are identified where hazardous forest types for wildland fire are present;
- appropriate consideration has been given to Crime Prevention Through Environmental Design principles and Guidelines;
- any off-site works required as a result of the development, including road improvements or widenings, transit stops, tree planting, sidewalks, or trails;

- parkland dedication or cash-in-lieu of parkland; and,
- the protection of existing natural features, including individual trees. 

## Site Alteration

The City shall update the Site Alteration By-law to regulate alterations to lands within certain designations or locations, and to require the obtainment of a site alteration permit from the City, which shall address the following, among other matters:

- the protection of natural heritage features or areas, including any requirements of the Lakehead Region Conservation Authority; 
- tree removal;
- drainage and stormwater management, including erosion control; and,
- construction impacts on surrounding land uses or public roads.

## Local Improvement Process

The extension of public services within the Urban Settlement Area through the Local Improvement process shall generally include all of those services that would normally be required if development were proceeding through the Plan of Subdivision process. A Local Improvement petition that solely requests the extension of sanitary sewer and/or watermains will generally not be approved. Rather, the extension of services is to include both storm and sanitary sewers, water lines, sidewalks, curb and gutter, asphalt, street lights, the burial of wires, street trees, and/or any other services considered appropriate. Where sanitary sewer and watermains exist, the extension of other services will be considered in the context of the existing condition and the appropriateness of the full range of urban services.

The Local Improvement process shall not be used to extend or build new roads. The total cost of extending services that are petitioned 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*. Flankage exemptions for the construction of services on corner lots shall be a maximum of 30 metres in the Urban Settlement Area, and 62 metres in the Rural Settlement Area.

A notice to advise prospective purchasers of any applicable Local Improvement charges may be required through a Notification Agreement and/or a Purchase and Sale Agreement.

## OTHER TOOLS

### Engineering Development Standards, and Parks and Open Spaces Standards and Specifications

For all new development, redevelopment, or additions, the construction of public services and facilities shall be in accordance with the City's Engineering Development Standards, and Parks and Open Spaces Standards and Specifications, as may be amended from time to time. Where public utility infrastructure is proposed, the development will be subject to the Federal or Provincial regulations of the applicable infrastructure and the terms of the approved Environmental Assessment, as applicable.

### New Development Standards

To achieve the urban design, safety, climate adaptation, stormwater management, and complete streets objectives of this Plan, the City should consider the introduction of new development standards, including, but not limited to, lot sizes, setbacks, landscaped open space, and green infrastructure.



## Property Standards By-law

The City may pass a By-law under the *Building Code Act* to establish minimum standards to ensure that all properties are appropriately maintained, such that they do not pose a danger to the health and safety of residents. Standards may be established for the:

- physical condition of buildings and structures;
- physical condition of lands; and,
- adequacy of solid waste collection facilities.

## Sign By-law

The City may, under the *Municipal Act*, pass a By-law restricting the size and placement of signs by land use and/or zone, and may apply these restrictions to all or part of the City.

## Cash-in-lieu of Parking

Where permitted by this Plan, the City may enter into an agreement with a development proponent to provide cash-in-lieu of parking in accordance with the requirements of the Zoning By-law, to contribute towards the development of municipal parking lots or structures.

## Guideline Documents

City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan, or to guide development of a specific area. Guideline documents may contain guidelines, standards, and performance criteria.

Guideline documents will be adopted by resolution of City Council. Planning applications and public works shall be reviewed to determine their conformity with the provisions of any applicable Guideline document, and conditions may be imposed upon the approval of development accordingly. A reduction, change, or waiver of the provisions of a Guideline document may be permitted if such action is warranted, and the general intent of the Guideline document and the applicable policies of this Plan will be maintained. Provincial Guideline documents will also be used to implement the policies of this Plan.

The preparation of a Guideline document will include provisions to encourage input from agencies, associations, and individuals that have an interest in the subject matter. Before adopting or amending a Guideline document, the City will hold a public meeting to receive input from interested parties.

Where there is a conflict or incongruence between a Guideline document and one or more policies within this Plan, the policies of this Plan shall prevail.

## Urban Design and Landscape Guidelines

Urban design involves the arrangement and design of buildings, public spaces, landscapes, transport systems, services, and amenities that give form, shape and character to our City.

How we design our public realm (e.g., streets and parks), private development sites, neighbourhoods, communities, and the City, is essential to improving the overall quality of the built environment. Urban design is also important in attracting economic development opportunities and the skilled labour required to achieve strategic planning goals, maintaining accessibility, improving safety and security, building sustainable environments, and resiliency to climate change.

The intent of this Plan is to provide broad urban design direction to improve the quality and character of future public and private projects. These broad directions are further detailed in the City's Urban Design and Landscape Guidelines.

## Objectives

The objectives of the urban design policies are to:

- encourage well-designed and high quality communities, neighbourhoods and public realm;
- encourage well-designed and high quality development and intensification; and,
- promote an environment that is accessible, safe, sustainable, and climate change resilient.

## Development Standards

The City will exemplify high quality urban design in infrastructure and other public projects through the implementation of the policies of this Plan, and the Urban Design and Landscape Guidelines.

The City will require high quality urban design in the review of all *Planning Act* applications through the implementation of the policies of this Plan, and the Urban Design and Landscape Guidelines.

The City will support urban design techniques that take into account the increased wind, snow and ice loading that is expected to occur in the future with more severe windstorms, and ice and snowstorms, subject to the requirements of the Ontario Building Code.

The policies of this section will be used to evaluate matters such as:

- patterns of movement and the physical and social connections that exist between people and places;
- the interrelationship between built and un-built spaces that comprise the public realm and private developments;
- the protection and integration of the natural environment and cultural heritage resources; and,
- accessibility, safety, sustainability, and climate resiliency.

## Image Route Guidelines

Streets are one of the most important public spaces in the City, and how the space within our public right-of-ways is planned and developed contributes to the City's quality of life. 🍷

The City's Image Route Guidelines were developed to guide improvements along four identified corridors, but contain concepts that can also be applied broadly to other streets throughout the City.

The following corridors have been prioritized for improvements in both their appearance and functional role. These Image Routes are well-travelled corridors that create a continuous functional and cultural link throughout the City.

**Arthur Street**, from the Thunder Bay Expressway to May Street;

**May/Memorial/Algoma Streets**, from Arthur Street to Red River Road;

**Red River Road**, from Water Street to the Thunder Bay Expressway; and

**Waterfront Route**, Simpson Street, Fort William Road, Water Street, Cumberland Street and Hodder Avenue.

The intent of this Plan is to support improvements to the Image Routes to enhance the quality and character of the streetscape along these corridors, as well as all streets in the City. These improvements are further detailed in the Image Route Guidelines.

## Crime Prevention Through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is a planning approach that focuses on the design and effective use of the built environment as a means of reducing the fear and incidence of crime, disorder, and victimization. It includes principles of natural surveillance, access control, territoriality, activity management, target hardening and behaviour engineering, with an overall goal of improving overall quality of life.

The more active and vibrant the City's public spaces are, and the more natural surveillance there is on the street, the less opportunity there will be for criminal activity and disorder issues that can lead to victimization.

CPTED principles consider the types of land uses that are located next to each other, street layouts, building and site design, transportation networks, and opportunities for infrastructure improvements like lighting and landscaping, all of which can have impacts on crime opportunity, and on the subsequent incidence and fear of crime.

## Development Charges

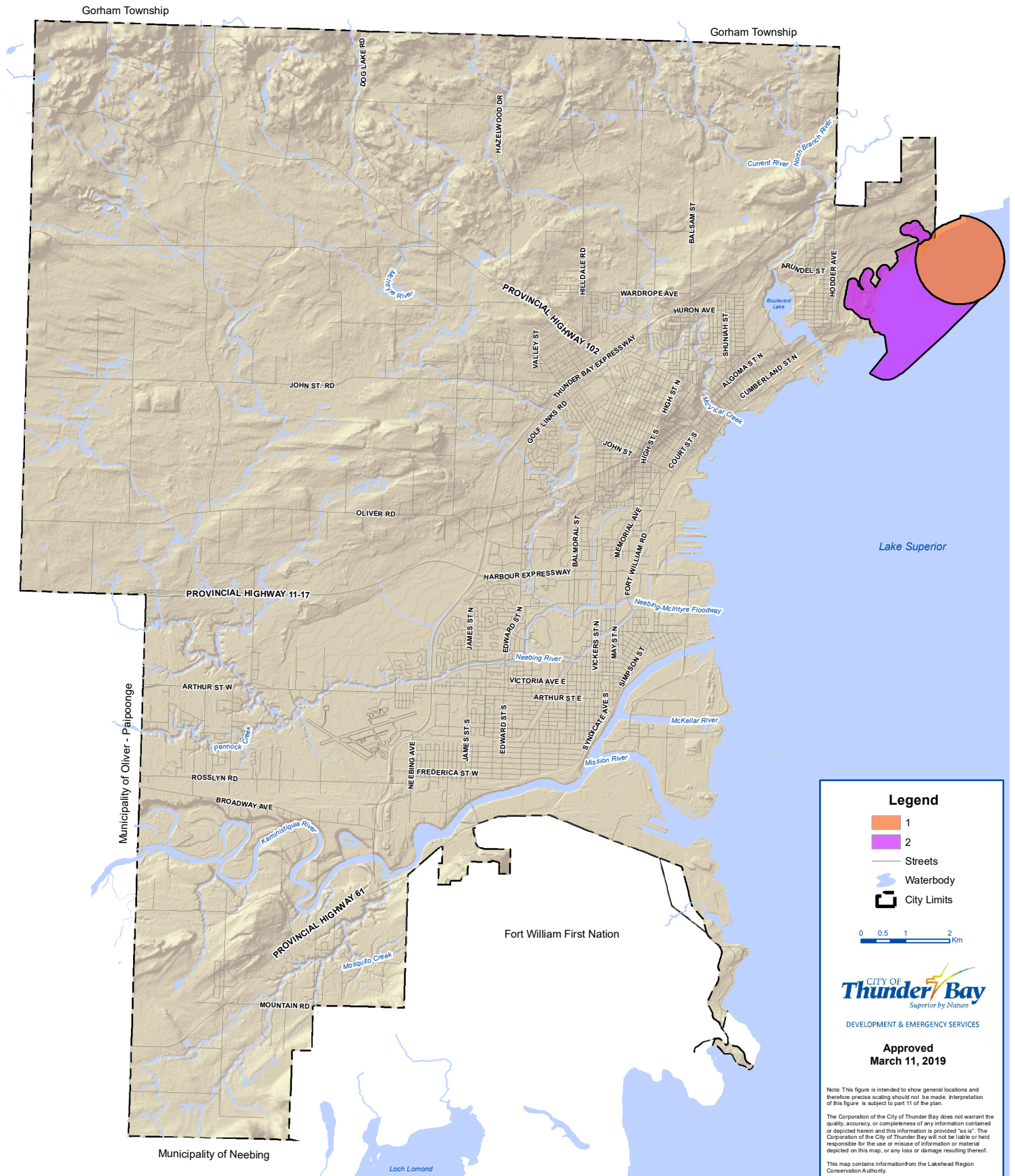
The City may pass a Development Charges By-law in accordance with the *Development Charges Act*, to finance the provision of services within the City.



# FIGURES & APPENDICES

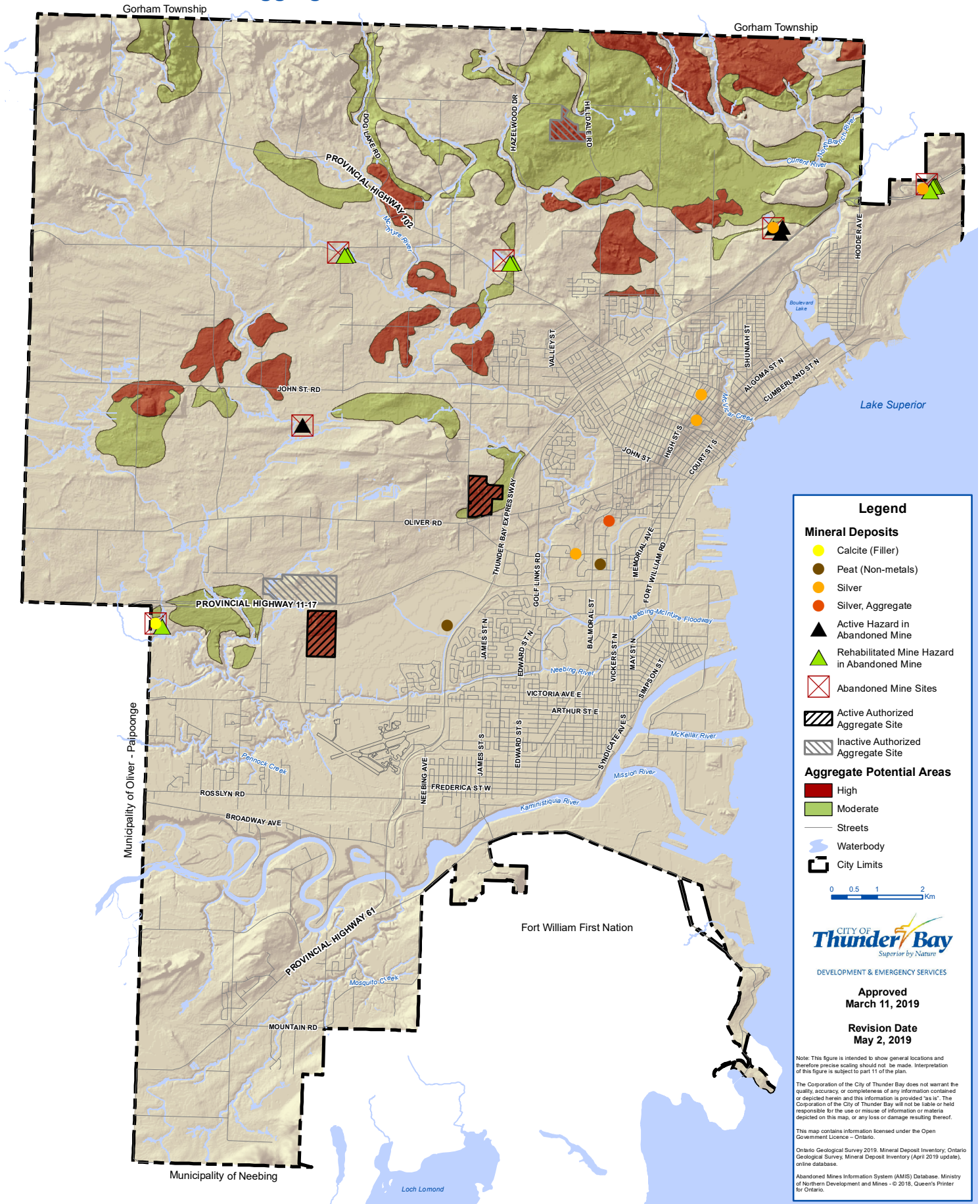


# Official Plan Figure 1 Intake Protection Zone



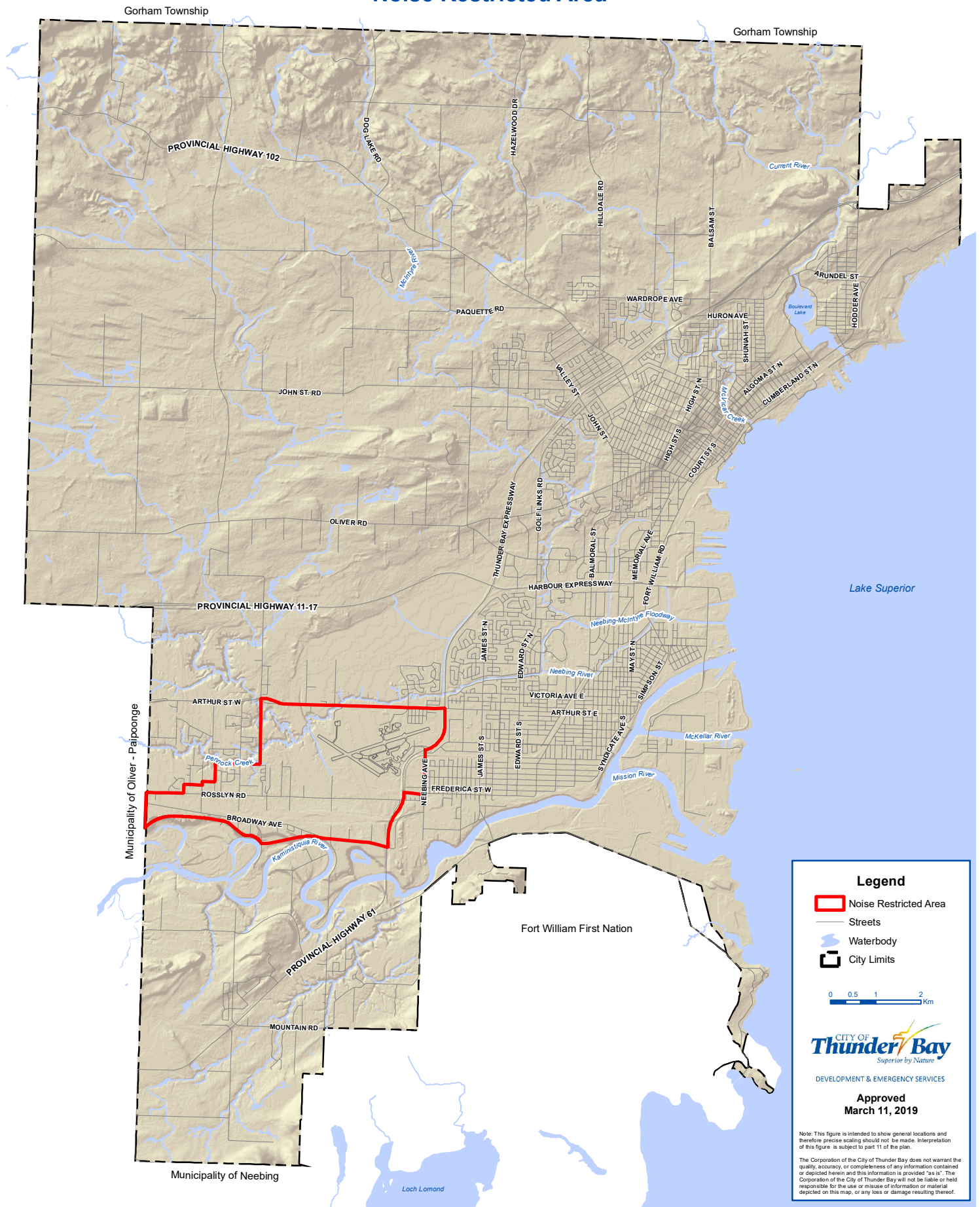


# Official Plan Figure 2 Mineral Aggregate Resources, Mineral Resources & Mines



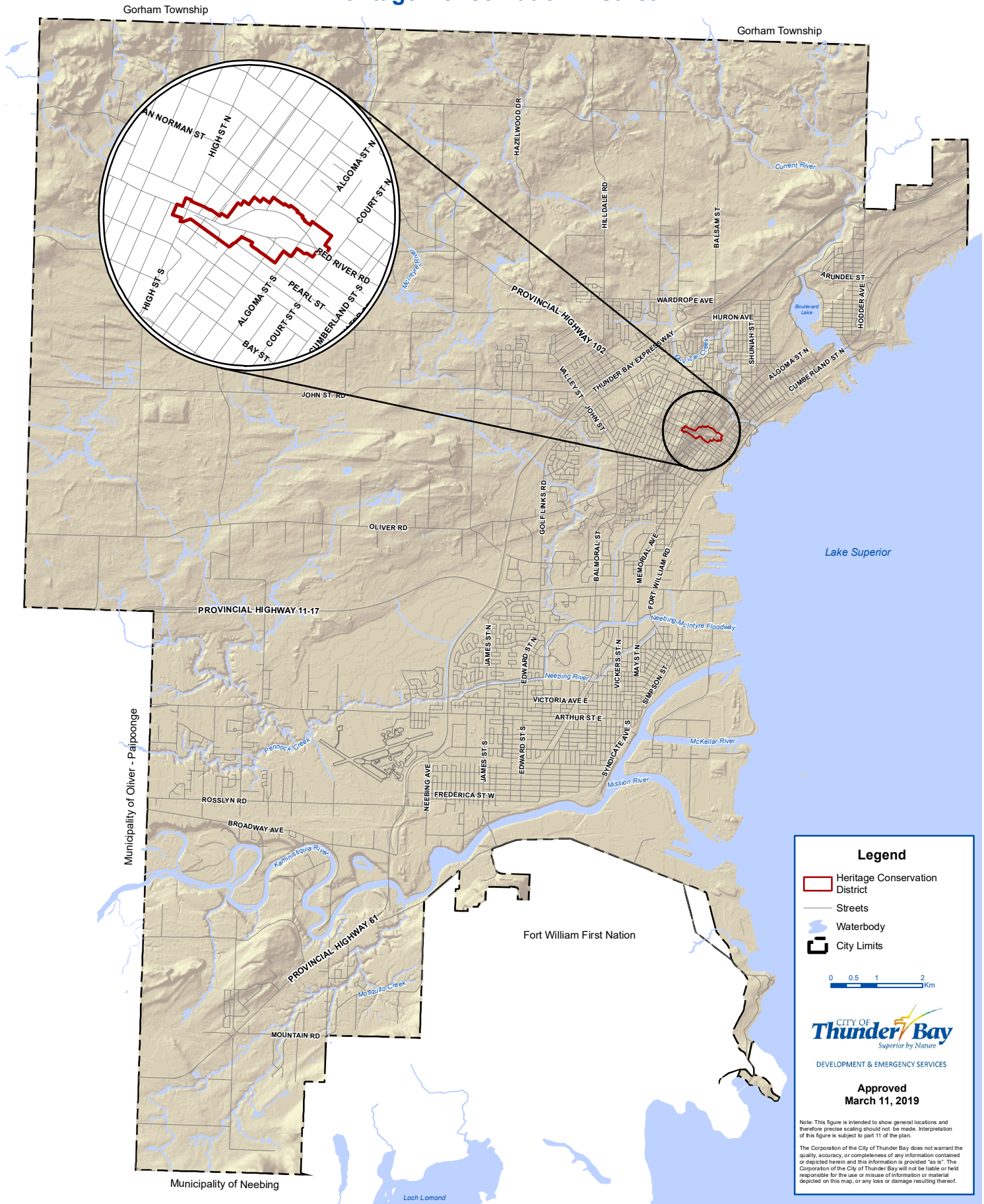


# Official Plan Figure 3 Noise Restricted Area



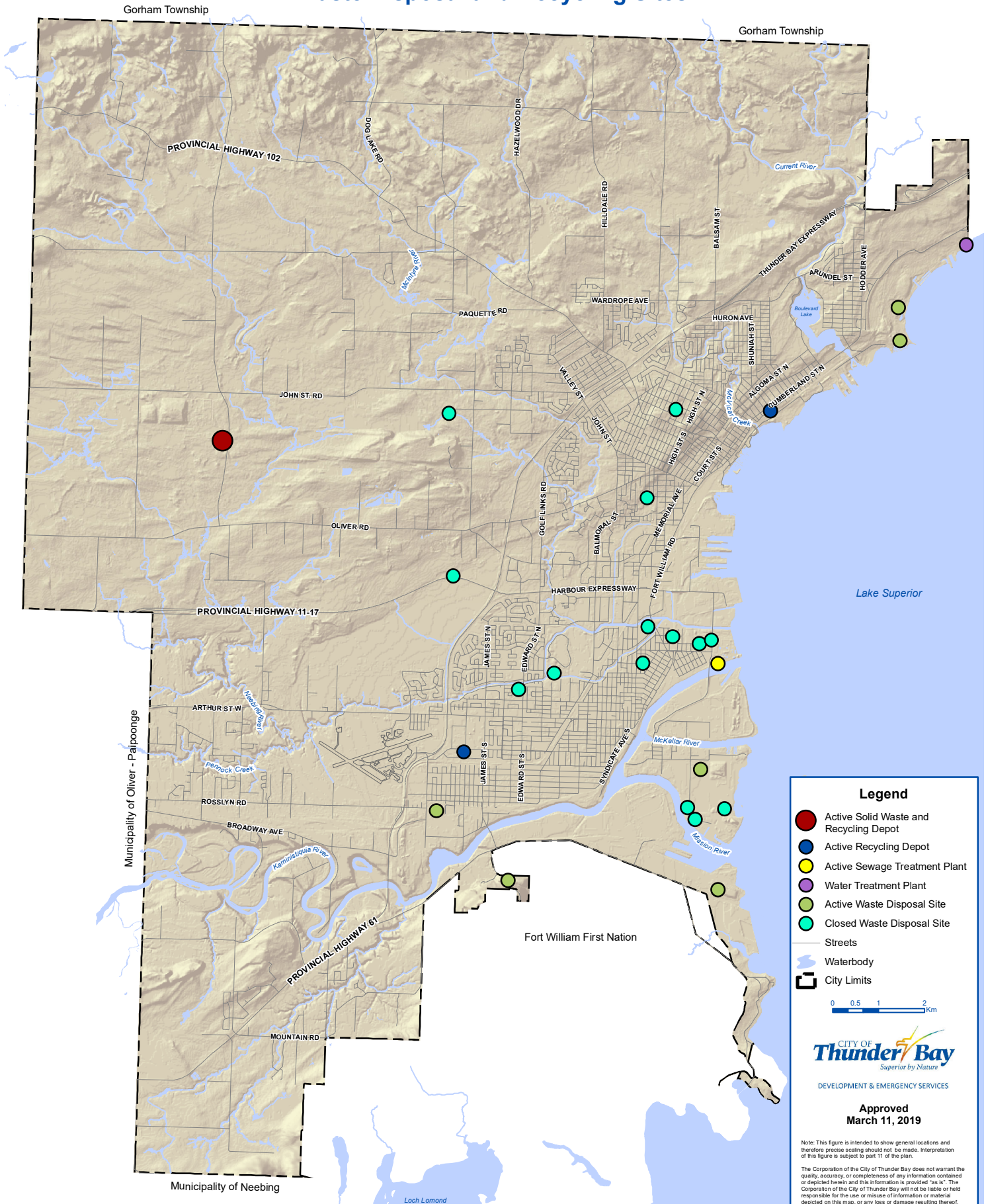


# Official Plan Figure 4 Heritage Conservation District





# Official Plan Figure 5 Waste Disposal and Recycling Sites

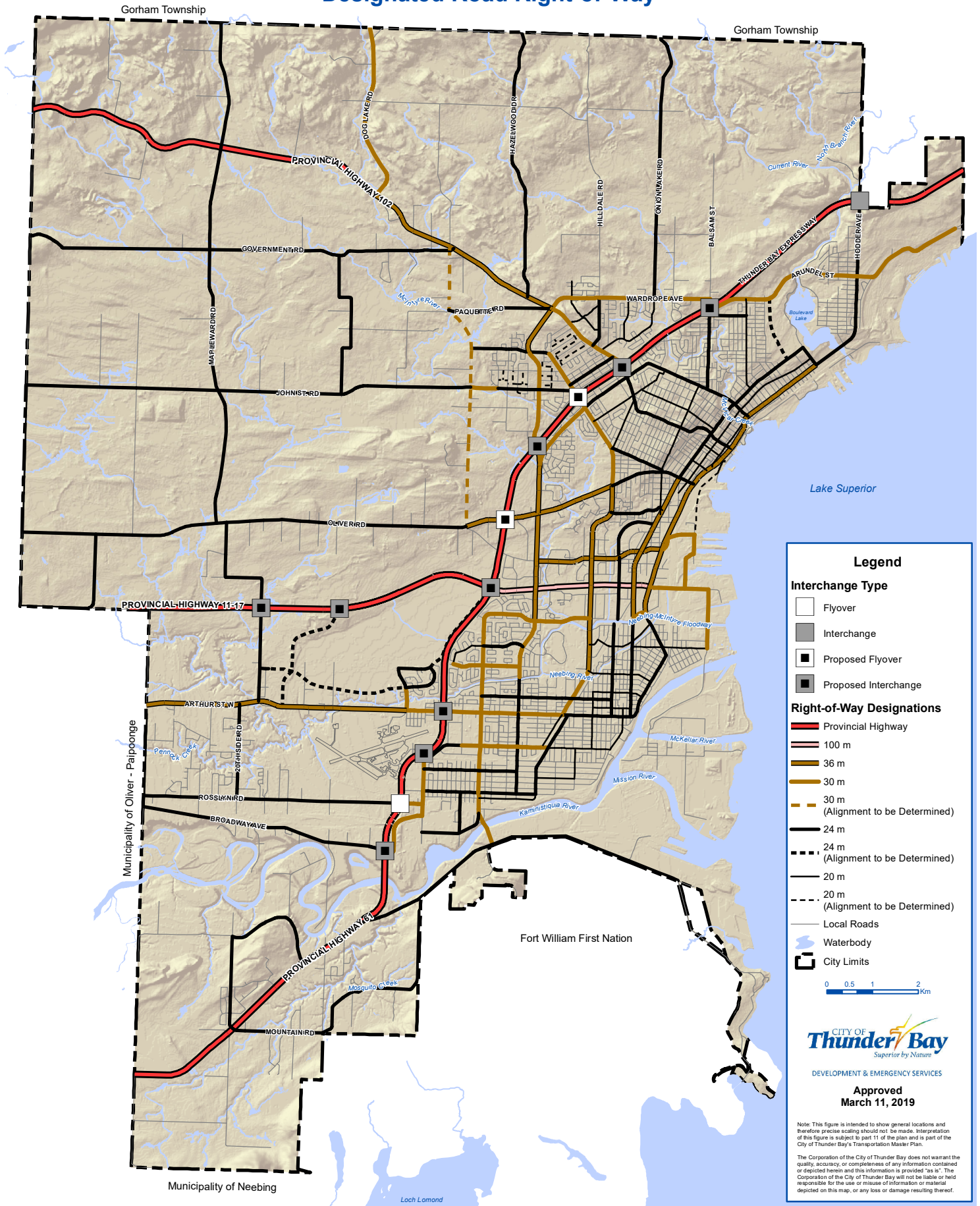








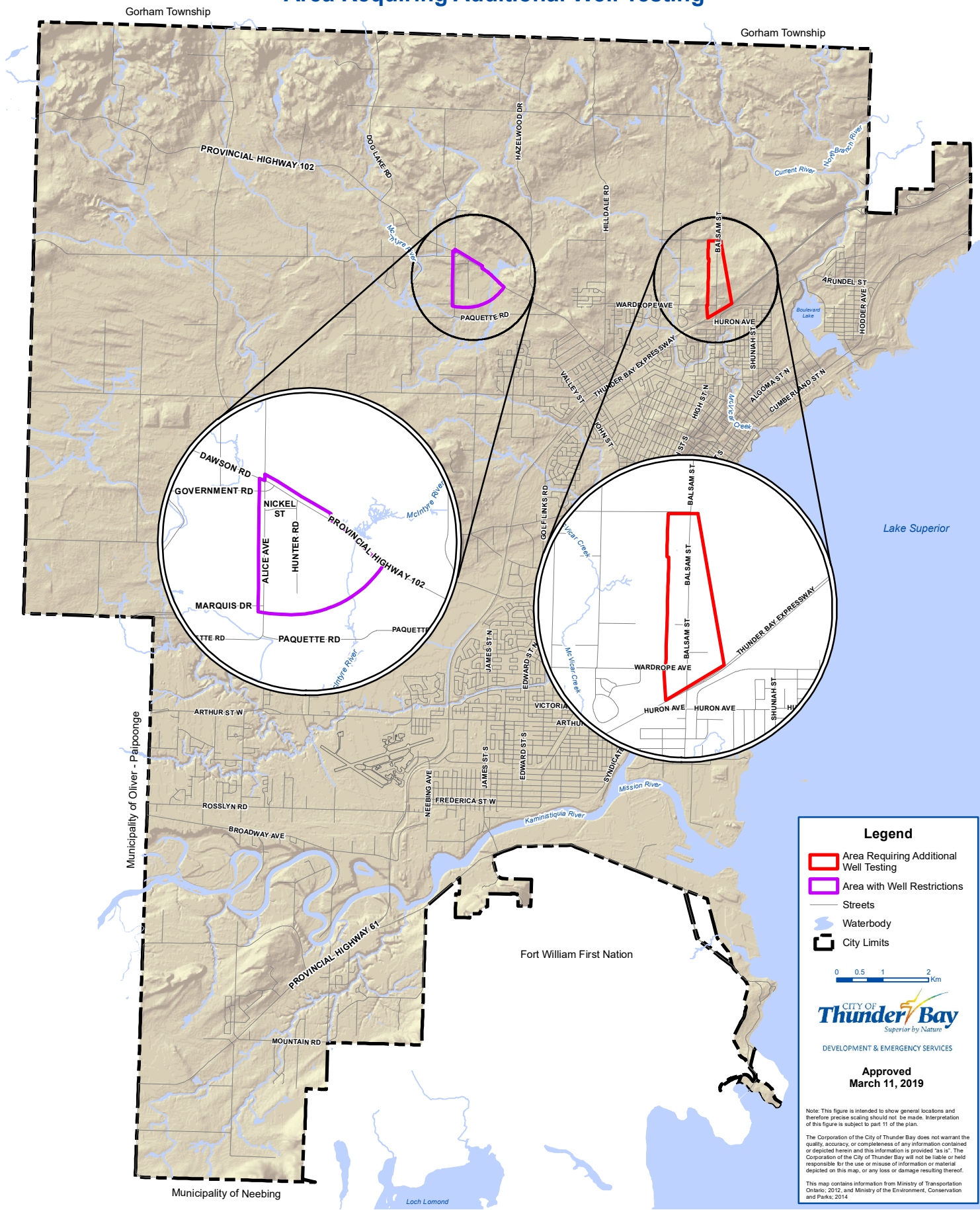
# Official Plan Figure 7 Designated Road Right-of-Way





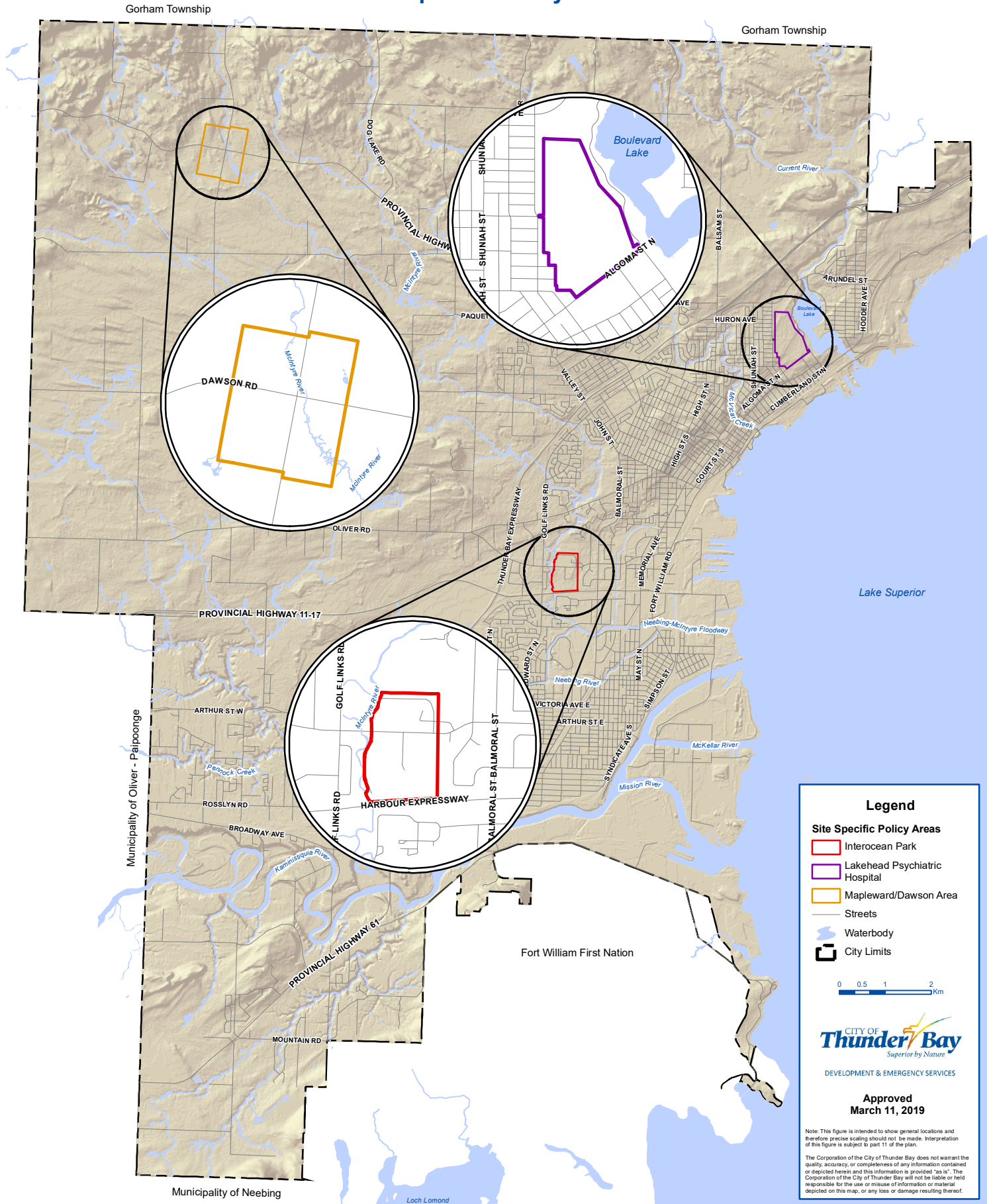
# Official Plan Figure 8

## Area Requiring Additional Well Testing



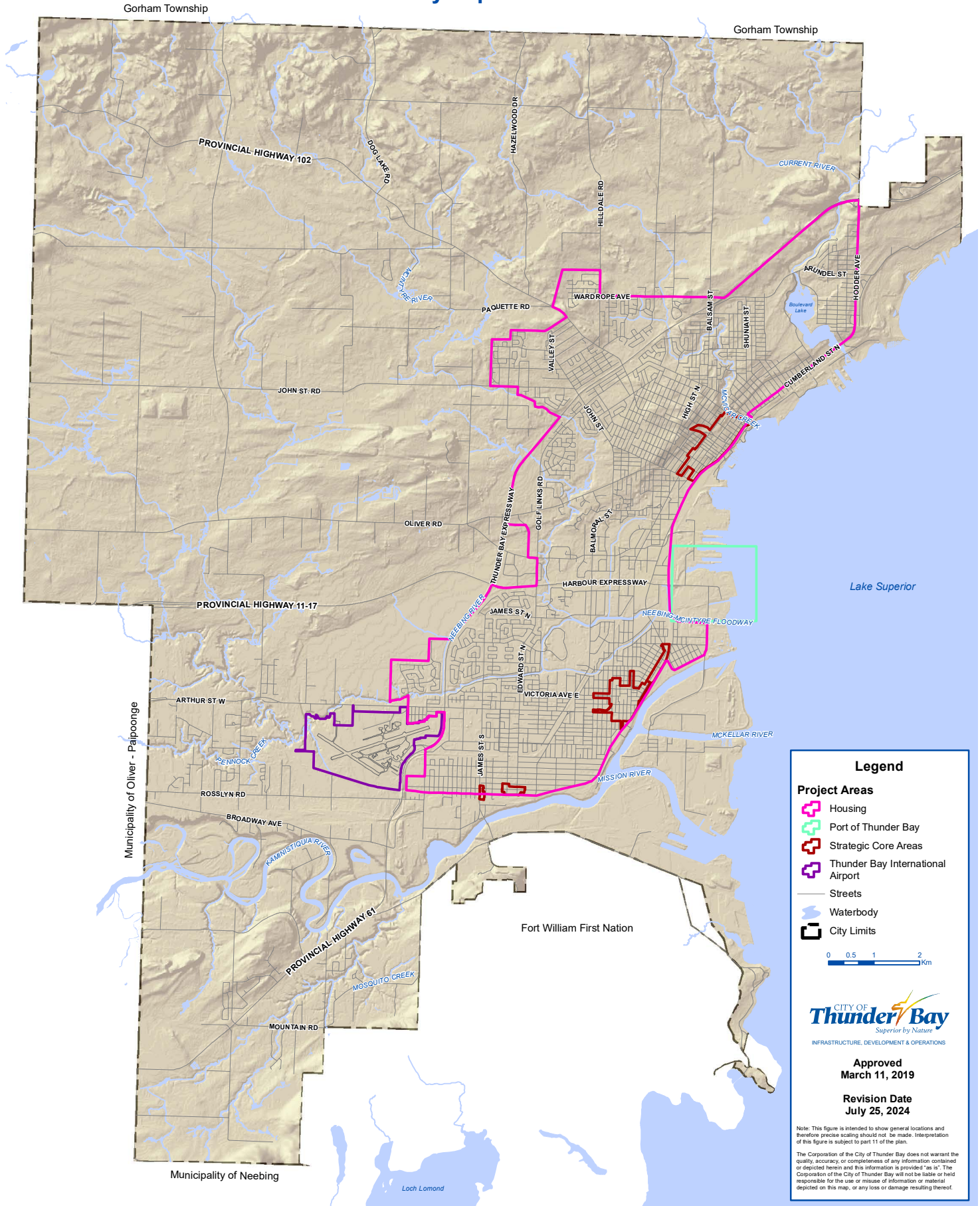


# Official Plan Figure 9 Site Specific Policy Areas



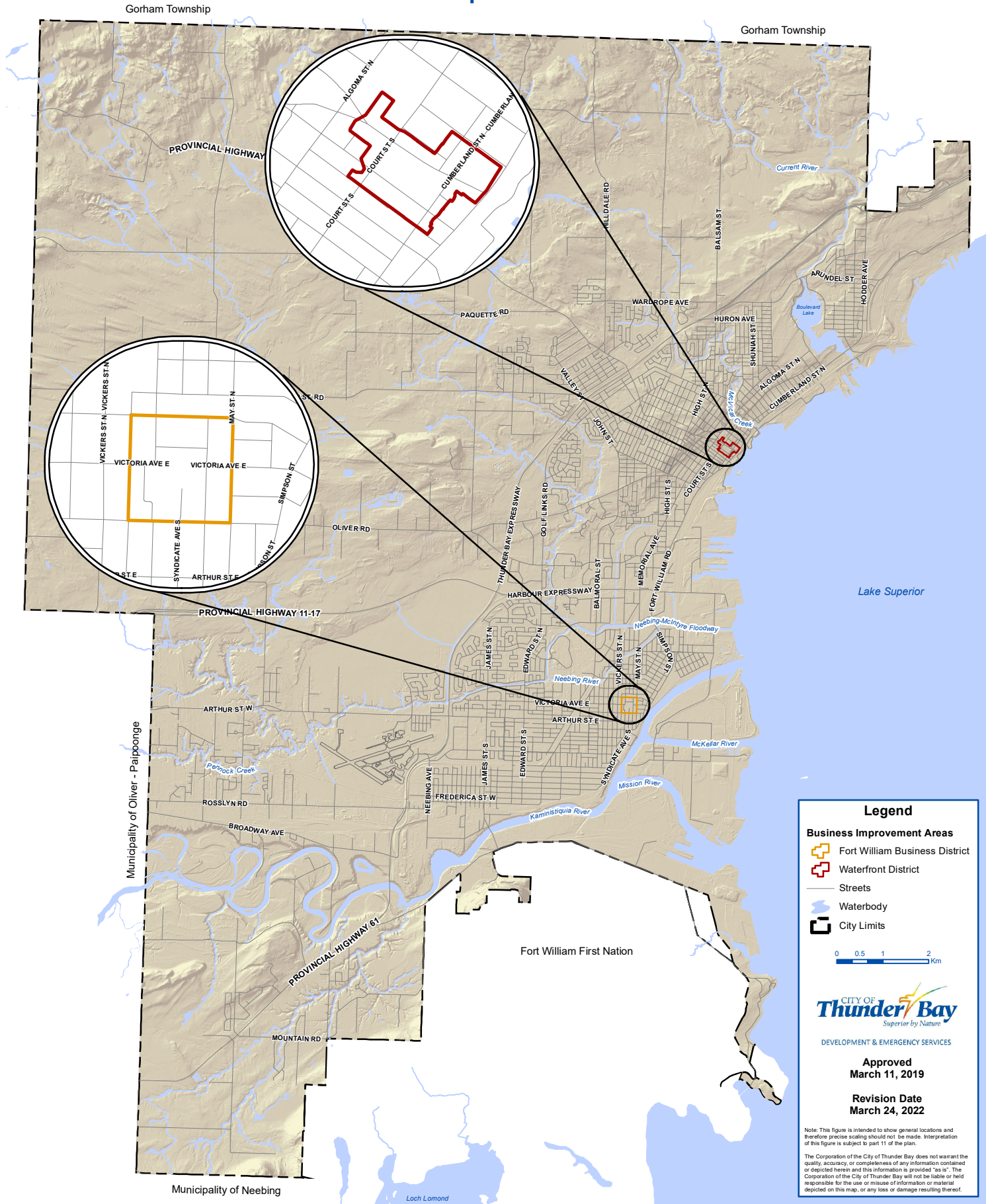


# Official Plan Figure 10 Community Improvement Plans



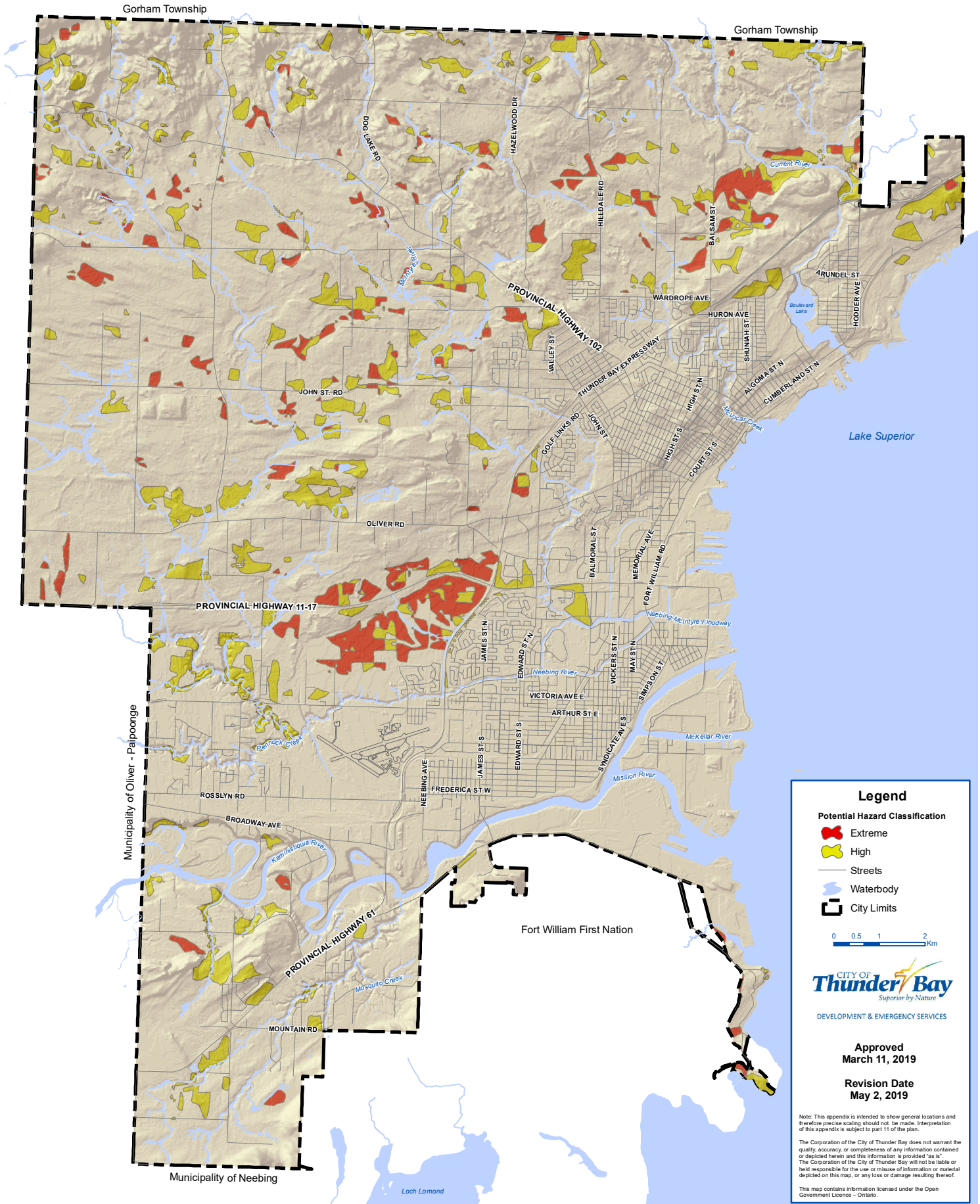


# Official Plan Figure 11 Business Improvement Areas



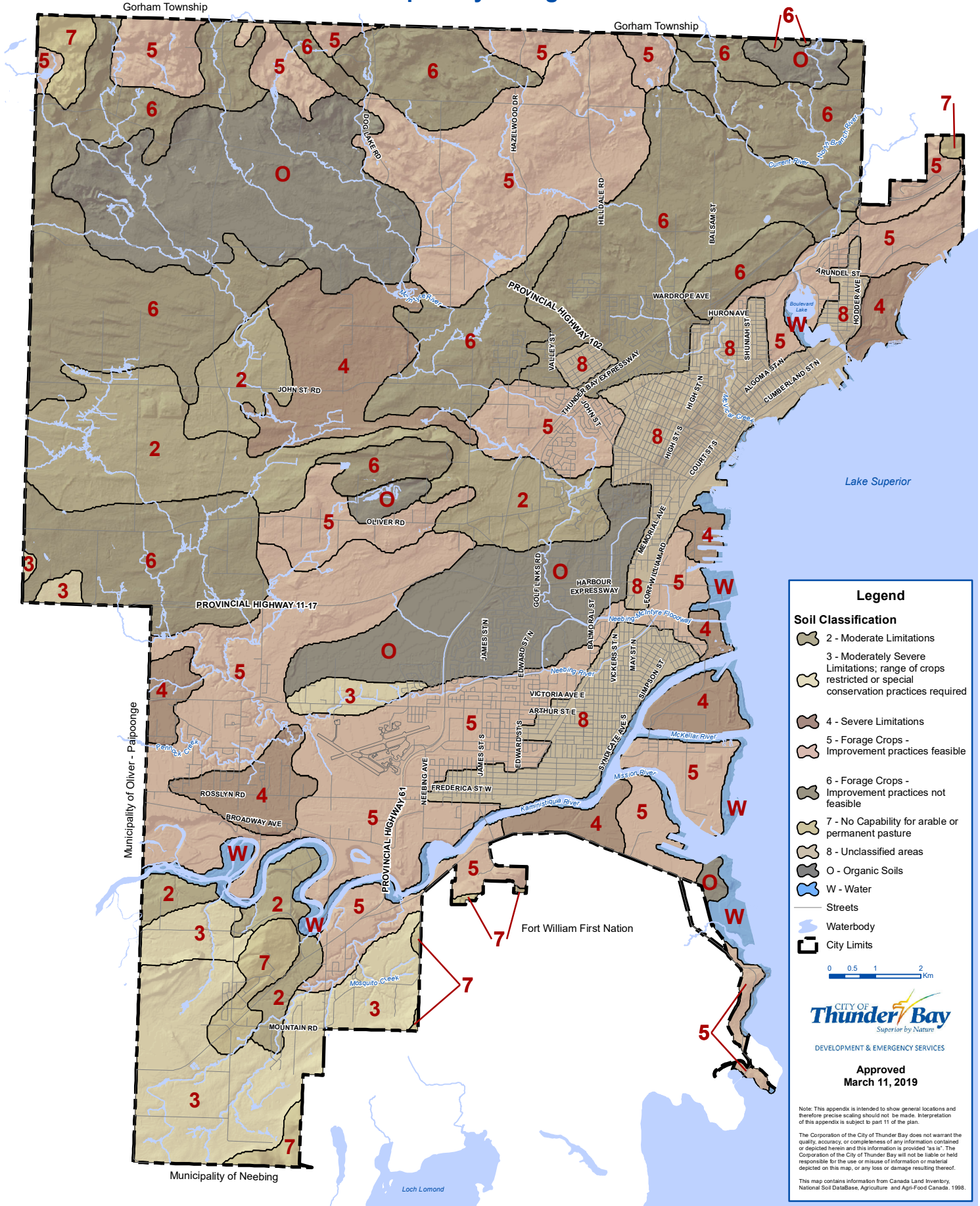


# Official Plan Appendix 1 Wildland Fire Risk





# Official Plan Appendix 2 Soil Capability for Agriculture



### Legend

#### Soil Classification

- 2 - Moderate Limitations
- 3 - Moderately Severe Limitations; range of crops restricted or special conservation practices required
- 4 - Severe Limitations
- 5 - Forage Crops - Improvement practices feasible
- 6 - Forage Crops - Improvement practices not feasible
- 7 - No Capability for arable or permanent pasture
- 8 - Unclassified areas
- O - Organic Soils
- W - Water
- Streets
- Waterbody
- City Limits

0 0.5 1 2 Km

**CITY OF Thunder Bay**  
Superior by Nature

DEVELOPMENT & EMERGENCY SERVICES

**Approved**  
March 11, 2019

Note: This appendix is intended to show general locations and therefore precise scaling should not be made. Interpretation of this appendix is subject to part 11 of the plan.

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This map contains information from Canada Land Inventory, National Soil Database, Agriculture and Agri-Food Canada, 1998.





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