OPEN SESSION in the S.H. Blake Memorial Auditorium at 6:30 p.m.

City Council (Public Meeting)
Chair: Mayor Bill Mauro

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - January 21, 2019 - City Council

With respect to the January 21, 2019 City Council (Public Meeting), we recommend that the agenda as printed, including any additional information and new business, be confirmed.

PUBLIC MEETING PROCEDURES

CITY COUNCIL (PUBLIC MEETING)

Zoning By-law Amendment - 231 Leland Avenue South (D. Paddington)

Report No. 9/2019 (Development & Emergency Services - Planning Services), presenting and application for a zoning by-law amendment relative to the above noted.

The Applicant has requested a site-specific Zoning By-law amendment to add a four (4) unit apartment dwelling as a permitted use within the existing building at 231 Leland Avenue South and reduce the minimum required parking spaces to 1.0 parking space per unit. The effect of this amendment would be to allow the Applicant to construct two (2) additional dwelling units in the basement of the existing duplex dwelling. It would also allow the Applicant to maintain the existing driveways which provide four (4) onsite parking spaces in total.

The Applicant’s request is consistent with the Provincial Policy Statement and both the current 2002 and the adopted 2018 Official Plans. The use is considered appropriate for its location and is compatible with surrounding uses. Administration supports the approval of the proposed Zoning By-law amendment.
THATH a Public Meeting having been held with respect to the application by D. Paddington, relative to PT LT 20 PL W211 NEEBING AS IN TBR147313; S/T INTEREST IN OFW60359; THUNDER BAY, municipally known as 231 Leland Avenue South, we recommend that the Zoning By-law be amended as follows:

1. That the existing BUILDING be recognized at its present size and location
2. That an APARTMENT DWELLING containing a maximum of 4 DWELLING UNITS be added as a permitted USE within the existing BUILDING
3. That the minimum required PARKING SPACES be reduced to 1.0 PARKING SPACE per DWELLING UNIT
4. That a PARKING AISLE not be required provided the existing PARKING SPACES remain separated by the existing section of LANDSCAPED OPEN SPACE.

AND THAT the necessary By-law is presented to City Council for ratification.

ALL as contained in Report No. R 9/2019 (Planning Services) as submitted by the Development & Emergency Services Department.

**BY-LAWS**

**BL 5/2019 - Zoning By-law Amendment - 231 Leland Avenue South**

A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (231 Leland Avenue South)

**BL 3/2019 Site Plan Designation - 932, 940 & 920 Memorial Ave & Portion of 12th Avenue**

A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act R.S.O. 1990, as amended. (932, 940 & 920 Memorial Ave & Portion of 12th Avenue)
By-law Resolution

By-law Resolution - January 21, 2019

THAT the following By-law be introduced, read, dealt with individually, engrossed, signed by the Mayor and Clerk, sealed and numbered:

1. A By-law to amend By-law 100-2010 (the Zoning By-law) of the Corporation of the City of Thunder Bay (231 Leland Avenue South)

   By-law Number: BL 5/2019

2. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act R.S.O. 1990, as amended. (932, 940 & 920 Memorial Ave & Portion of 12th Avenue)

   By-law Number: BL 3/2019

ADJOURNMENT
MEETING DATE 01/21/2019 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda -January 21, 2019 - City Council (Public Meeting)

RECOMMENDATION

With respect to the January 21, 2019 City Council (Public Meeting), we recommend that the agenda as printed, including any additional information and new business, be confirmed.
DEPARTMENT/DIVISION  Development & Emergency Services - Planning Services  REPORT NO.  R 9/2019

DATE PREPARED  12/12/2018  FILE NO.  Z-22-2018

MEETING DATE  City Council (Public Meeting) – 01/21/2019 (mm/dd/yyyy)

SUBJECT  Zoning By-law Amendment - 231 Leland Avenue South (D. Paddington)

RECOMMENDATION

THAT a Public Meeting having been held with respect to the application by D. Paddington, relative to PT LT 20 PL W211 NEEBING AS IN TBR147313; S/T INTEREST IN OFW60359; THUNDER BAY, municipally known as 231 Leland Avenue South, we recommend that the Zoning By-law be amended as follows:

1. That the existing BUILDING be recognized at its present size and location

2. That an APARTMENT DWELLING containing a maximum of 4 DWELLING UNITS be added as a permitted USE within the existing BUILDING

3. That the minimum required PARKING SPACES be reduced to 1.0 PARKING SPACE per DWELLING UNIT

4. That a PARKING AISLE not be required provided the existing PARKING SPACES remain separated by the existing section of LANDSCAPED OPEN SPACE.

AND THAT the necessary By-law is presented to City Council for ratification.

ALL as contained in Report No. R 9/2019 (Planning Services) as submitted by the Development & Emergency Services Department

EXECUTIVE SUMMARY

The Applicant has requested a site-specific Zoning By-law amendment to add a four (4) unit apartment dwelling as a permitted use within the existing building at 231 Leland Avenue South and reduce the minimum required parking spaces to 1.0 parking space per unit. The effect of this amendment would be to allow the Applicant to construct two (2) additional dwelling units in the
basement of the existing duplex dwelling. It would also allow the Applicant to maintain the existing driveways which provide four (4) onsite parking spaces in total.

The Applicant’s request is consistent with the Provincial Policy Statement and both the current 2002 and the adopted 2018 Official Plans. The use is considered appropriate for its location and is compatible with surrounding uses. Administration supports the approval of the proposed Zoning By-law amendment.

**DISCUSSION**

**Description of Proposal**

The Applicant has applied to add two (2) additional dwelling units in the basement of the existing duplex dwelling. This would convert the existing building to a four (4) unit apartment dwelling. In addition, the Applicant is requesting a reduction in the parking rate from 1.5 spaces per dwelling unit to 1.0 space per dwelling unit. No exterior construction is proposed at this time.

A copy of the Applicant’s sketch is attached as “Attachment B” for your review.

**Description of Subject Property and Surrounding Area**

The subject property is located north of Arthur Street West on the west side of Leland Avenue South. There are multi-unit dwellings directly south and west of the property, a single detached dwelling directly north, and a shopping centre and fuel bar east across Leland Avenue.

The subject property is an interior lot that is approximately 15 metres wide and 44 metres deep. Currently existing on the property is a duplex dwelling constructed around 1977. The existing duplex has a footprint of approximately 177 square metres. There are two existing driveways on the site which provide two parking spaces each (four on-site parking spaces in total).

The property is currently zoned “R1” – Residential Zone One and is located within the “Urban Residential” designation of the 2002 Official Plan and “Residential” designation of the 2018 Official Plan.

**Neighbourhood Comments**

A Notice of Application was mailed to property owners on November 16, 2018 outlining the nature of the proposed Zoning By-law amendment. Three nearby property owners provided
written objections in response to this notice. The current tenant of the subject property also provided written objection to the proposal.

All three property owners noted lack of parking as their main concern. Each letter stated that there is a high demand for parking in the area, due to the condominium, apartments, and shopping centre on this block of Leland Avenue. The tenant of the subject property also objected to the parking decrease stating that they currently have two vehicles in their household.

The Parking Authority indicated that they have no record of infractions in the area and are not aware of any parking issues. They did comment that there is no parking permitted on the west side Leland Avenue on this block, and the east side has limited on-street parking and no parking overnight during the winter. It was also noted that nearby Donald Street also has limited and/or no parking overnight during the winter. The Parking Authority does not object to the proposed reduction in minimum parking, but did state that the residents may find on street parking inconvenient during the winter months.

Planning Services agrees with the Parking Authority regarding the potential inconvenience to residents of the proposed four-unit apartment dwelling. Residents with a second vehicle or guests of residents may find parking farther from the building and walking, inconvenient, particularly in winter months. However, Planning Services is of the opinion that the benefits of the proposed additional units outweigh the potential inconvenience. This form of development makes efficient use of an existing building as well as existing infrastructure and services, it offers a built form that represents affordable housing, and it provides an opportunity for individuals to choose active transportation and public transit.

The Parking Authority relies on residents to report any parking on the City owned right-of-way or where on-street parking is not permitted, so that any unsafe conditions can be investigated.

Agency Comments

The following agencies offered no objections relating to the proposed amendment:

- Ministry of Transportation
- Parks & Open Spaces Section
- Lakehead Region Conservation Authority
- Thunder Bay District Health Unit
- Building Services Division
- Parking Authority
- Fire Prevention and Investigation
- Engineering & Operations Division
The Realty Services Division expressed concerns about the property’s ability to accommodate four parking spaces without parking within the City owned right-of-way. However the Applicant’s site plan indicates that the two existing driveways are 5.4 metres wide. While, typical parking spaces must be at least 2.8 metres wide and 6.0 metres deep, spaces can be as narrow as 2.4 metres if they abut an area of landscaped open space greater than 1 metre wide. Since both driveways abut an area of landscape open space, there is enough area in each existing driveway to permit two spaces side-by-side, bringing the total onsite spaces to four. The required parking spaces can be accommodated within the applicant’s property and will not encroach into the City owned right-of-way.

Thunder Bay District Health Unit (TBDHU) supports the proposal, citing the benefits of increased density on walkability and physical activity. As the subject property is within walkable distance of several amenities, they noted that the proposal may promote a healthy lifestyle and reduce environmental impacts. Encouraging active transportation and reducing private vehicle trips are goals of the EarthCare Sustainability Plan and the Corporate Strategic Plan. The TBDHU notes that providing a mix of housing types, via infill and intensification, within walking distance of a variety of amenities brings the City closer to these goals. TBDHU also stated that the risk of food inaccessibility is low in this area, meaning that access to nutritious food does not require vehicular access. Therefore, increased residential density in this area supports the goals of the Thunder Bay and Area Food Strategy to improve equitable access to nutritious food.

Planning Services Division Comments

- **Provincial Policy Statement, 2014**

The proposal is consistent with the Provincial Policy Statement (PPS), 2014, as it promotes a healthy, liveable, and safe community and contributes to the efficient development of the urban settlement area. Multiple unit developments within established urban areas are cost-effective and efficiently make use of existing systems and amenities such as infrastructure, public service facilities, and active transportation and transit networks. The proposal is suitably located in a built-up area, where intensification and residential infill are encouraged. Furthermore, the proposed four unit apartment dwelling contributes a compact multiple unit form to the range and mix of housing types in the urban area and surrounding neighbourhood. For these reasons, the proposal is supported by the PPS, 2014.

- **Growth Plan for Northern Ontario, 2011**

The proposal is consistent with the Growth Plan for Northern Ontario, as increased density makes efficient use of existing infrastructure, which is one of the stated purposes of the plan.
2002 Official Plan

The proposal supports the following general goals of the 2002 Official Plan (OP):

- ensure that development occurs in an efficient and cost effective manner
- reduce the potential for public cost or risk by directing development away from areas where there is a risk to public health or safety or of property damage
- maximize opportunity for choice in employment, housing, recreation, and overall lifestyle for all City residents

First, the proposal is a renovation of a property in an area where necessary infrastructure is already in place. This is a form of efficient and cost effective development. Second, the proposed development is located well within the urban area, where development is to be directed. Finally, the proposal will create a new choice for housing in this neighbourhood.

The proposal also supports many of the objectives described the Housing section of the 2002 OP. These include encouraging a range and variety of housing types, encouraging housing forms and densities designed to be affordable, and encouraging efficient residential land use by facilitating the creation of new residential accommodations within existing buildings and previously serviced land.

The subject lands are designated “Urban Residential” in the 2002 OP. The Applicant’s proposal is consistent with the intent of the OP’s residential intensification objectives as it represents infill development and a more efficient use of land and municipal services. Residential infill promotes the use of nearby transit and pedestrian networks, supports nearby businesses, and reduces the impact of development on the environment.

The OP outlines several criteria to evaluate proposed infill development including the following key elements relating to this particular proposal:

- provision of adequate ingress and egress
- compatibility of scale, setbacks, and building design
- continuity of the residential streetscape
- availability of utilities
- the availability of existing or planned public transit routes
- the availability of community services and other neighbourhood conveniences

The Applicant has demonstrated that the proposal meets with landscape minimums, achieves adequate ingress, and continues the streetscape. Furthermore, the surrounding neighbourhood is well established with many nearby amenities and transit routes.
For these reasons, the proposal is considered to be consistent with both the general goals of the 2002 OP and intent for the Urban Residential designation.

- **2018 Official Plan**

The proposal supports the following general goals of the 2018 Official Plan (OP):

- direct development so that it occurs in an efficient and cost-effective manner
- reduce the potential for public cost or risk by directing development away from areas where there is a risk to public health, safety, and well-being, or property damage
- 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 a cost effective, reliable, accessible and integrated multi-modal transportation system
- 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

At stated previously, the proposal is a form of efficient and cost effective development, it is well within the urban area, and it creates a new choice for housing in this neighbourhood. Additionally, it increases density near a Major Arterial near several bus routes. This supports the existing transportation system and supports potential future investments in active transportation infrastructure and transit services along this major route.

Another key goal which this proposal contributes to is promoting a pattern of land use that will enhance the health, safety, and well-being of all present and future residents of the City. The proposal contributes to the mix of different housing types in the surrounding neighbourhood. This provides options for the variety of residents in the community. Also, as stated in comments received by the Thunder Bay District Health Unit, increased residential density can benefit physical activity levels in residents. The neighbourhood is in close proximity to many amenities along Arthur Street which promotes walkability and contributes to food accessibility.

It is also intended that the City’s transportation planning process be 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. A reduction in available parking, where active transportation infrastructure and public transit service exist, is generally considered to be an incentive to use said infrastructure and service more frequently.
The subject lands are designated “Residential” in the 2018 OP and are located within the Urban Settlement Area. The proposal supports the following general objectives of the Residential policies:

- 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
- realize a minimum of 20% of new dwelling units through intensification
- direct the expansion of residential development into the existing residential area

First the proposed housing form provides a new choice in this neighbourhood which contributes to the range and variety of dwelling unit types. Next, this proposal creates four smaller units out of two existing units. This smaller unit size reflects a built form which is generally more affordable. Furthermore, this proposal creates new dwelling units through intensification of an existing building that is located within an existing residential neighbourhood. Finally this proposal has been assessed using the prescribed evaluation criteria and has been determined to be appropriate.

For these reasons, the proposal is considered to be consistent with the general goals of the 2018 OP and intent for the Residential designation.

- **Zoning By-law**

The subject property is currently zoned “R1” – Residential Zone One. Currently, only single unit dwellings or two-unit dwellings that were legally established when the Zoning By-law was passed are permitted in this zone. The properties directly west and south of the subject property are zoned “MU2” – Mixed Use Residential. The “MU2” Zone permits multiple-unit apartment dwellings as of right, with lot sizes generally determining how many units are permitted. If considered under the “MU2” regulations, the subject property would not meet the minimum lot frontage, but exceeds the minimum lot depth, and meets the minimum lot area for a four-unit apartment dwelling. The proposed amendment will not rezone the property, but will permit four dwelling units within the existing building. No change to the existing built form is proposed, only internal renovations. Therefore, the compatibility with the existing neighbourhood character will not be affected. For these reasons, the proposed increase in dwelling units to four is considered appropriate for this site.
The minimum required parking spaces must be reduced from 1.5 per dwelling unit to 1.0 per dwelling unit to accommodate the proposal. This is a reduction from a total of 6 onsite parking spaces to 4 onsite parking spaces. This reduction is considered suitable because of the location near a Major Arterial (Arthur Street) with good access to transit. The subject property is located within 500 metres of three major bus routes heading to the City Hall Terminal, Confederation College, and Intercity Shopping Centre. The property is also within walking distance of several amenities. It is directly across the street from a deli and a convenience store and is within a 10 minute walk of a grocery store, a pet store, a bank, as well as several restaurants and salons.

It is noted that paving the middle portion of the existing yard would permit one (1) additional parking space. However, this would require a multitude of additional amendments for landscaped open space, driveways widths, and access to parking and would still not meet the minimum parking requirement. Additionally, the two existing driveways are more consistent with the character of the surrounding neighbourhood and with the City’s Urban Design Guidelines. The maintenance of the existing landscaped open space is better for overall stormwater management and the site aesthetics. For these reasons, Planning Services does not recommend this approach. The proposed amendment requires that the existing four parking spaces be maintained in their current form.

**Site Plan Control**

The Planning Services Division typically recommends that properties be designated as areas of Site Plan Control (SPC) for proposed buildings with four or more dwelling units. However, as the proposed amendment will only permit four units in the existing building and will not include major exterior alterations to the site, the SPC process would not be necessary to establish the proposed additional units.

**FINANCIAL IMPLICATION**

It is anticipated that there will be an increase in assessment value. Every 100,000 dollar increase in the assessed value of a property would provide the City with an approximate additional tax levy of 1467 dollars. All design and construction costs associated with this development will be borne by the Applicant.

**CONCLUSION**

In conclusion, the requested Zoning By-law amendment would permit a use that is compatible with the surrounding area and is consistent with the policies of the current Provincial Policy...
Statement and both the 2002 and 2018 Official Plans. Additionally, the proposal does not conflict with the Growth Plan for Northern Ontario. As such, Administration supports the proposed Zoning By-law amendment.

REFERENCE MATERIAL ATTACHED

Attachment A – Property Location with Zoning
Attachment B – Applicant’s Sketch

PREPARED BY: Jillian Fazio, Planner II

<table>
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<tr>
<th>THIS REPORT SIGNED AND VERIFIED BY:</th>
<th>DATE:</th>
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<tbody>
<tr>
<td>MARK J. SMITH</td>
<td>January 11/19</td>
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<td>GM Development &amp; Emergency Services</td>
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Memorandum

TO: Office of the City Clerk  
FROM: Jillian Fazio  
        Development & Emergency Services - Planning Services  
DATE: 11/12/2018  
SUBJECT: BL 5/2019 - Zoning By-law Amendment - 231 Leland Avenue South  
MEETING DATE: City Council (Public Meeting) - 01/21/2019 (mm/dd/yyyy)

By-law Description: A By-law to amend By-law 100-2010 (The Zoning By-law) of the Corporation of the City of Thunder Bay (231 Leland Avenue South)

Authorization: Report No. R 9/2019 (Planning Services) - City Council (Public Meeting) – January 21, 2019

By-law Explanation: The purpose of this By-law is to amend By-law 100-2010, as amended, the City of Thunder Bay Zoning By-law to recognize the size and location of the existing building, permit four dwelling units within the existing building, reduce the minimum required parking spaces, and remove the requirement for a parking aisle for the existing parking areas.

The effect of this amendment would be to allow the construction of two additional dwelling units within the existing duplex dwelling and recognize the existing four parking spaces.

Schedules and Attachments:

Exhibit One to BL 5/2019

Amended/Repealed By-law Number(s):
Recitals

1. Authority is provided in accordance with Section 34 of the Planning Act, R.S.O. 1990, as amended (the "Act"), to pass a By-law to amend By-law Number 100-2010 of The Corporation of the City of Thunder Bay.

2. In accordance with Subsections 34 (12) and 34 (13) of the Act, notice of a public meeting was given on December 19, 2018 and a public meeting was held on January 21, 2019 which Report No. R 9/2019 (Planning Services) was considered.

ACCORDINGLY, THE COUNCIL OF THE CORPORATION OF THE CITY OF THUNDER BAY ENACTS AS FOLLOWS:

1. Schedule "B" is amended by adding the following paragraph to it:

"160 (1) The following parcel of land (referred to in this paragraph as the "affected land") within THUNDER BAY, in the District of Thunder Bay:

PT LT 20 PL W211 NEEBING AS IN TBR147313; S/T INTEREST IN OFW60359; THUNDER BAY and shown as "Property Location" on Exhibit One and forming part of this Amending By-law,

is subject to the following provisions:

The provisions of Sections 5.15.2 (d) and 8.1 and Tables 5.15.9 and 8.2.1 of this BY-LAW continue to apply to the affected land. In addition to all other provisions of this BY-LAW, the affected land is subject to the following provisions:

a) Existing BUILDING:

The BUILDING existing on the 21st day of January, 2019 is permitted to remain in its present location. Nothing in this BY-LAW prevents the extension or the strengthening or restoration to a safe condition of that BUILDING, provided that the extension or strengthening or restoration does not further contravene any regulations of this BY-LAW.

b) PERMITTED USES:

In addition to the USES permitted in Section 8.1 of this BY-LAW, an APARTMENT DWELLING containing a maximum of 4...
c) REGULATIONS:

In the case of an APARTMENT DWELLING containing a maximum of 4 DWELLING UNITS in the BUILDING existing on the 21st day of January, 2019, the following applies:

i) The minimum number of PARKING SPACES required is 1.0 PARKING SPACE per DWELLING UNIT.

ii) A PARKING AISLE is not required, provided that the required PARKING SPACES remain separated into two parking areas by a 3.8 m by 6.0 m area of LANDSCAPED OPEN SPACE.

2. This By-law is in accordance with the OFFICIAL PLAN, as amended.

3. This By-law shall come into force and take effect upon the date it is passed, subject to the provisions of Section 34 of the Act.

Enacted and passed this 21st day of January, A.D. 2019 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro
Mayor

John S. Hannam
City Clerk
THIS IS EXHIBIT ONE TO PARAGRAPH _______
OF SCHEDULE "B" OF BY-LAW 100 - 2010
AS AMENDED BY BY-LAW NUMBER ______
MAYOR ________________
CITY CLERK ________________

Property Location

231 Leland Avenue South
Memorandum

TO: Office of the City Clerk

FROM: Jill Thompson
       Development & Emergency Services - Planning Services

DATE: 01/03/2019

SUBJECT: BL 3/2019 - Site Plan Designation - 932, 940 & 920 Memorial Ave & Portion of 12th Avenue

MEETING DATE: City Council (Public Meeting) - 01/21/2019 (mm/dd/yyyy)

By-law Description: A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act R.S.O. 1990, as amended. (932, 940 & 920 Memorial Ave & Portion of 12th Avenue)


By-law Explanation: The purpose of this By-law is to designate an area of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990 as amended, as it applies to municipally known as 932, 940 & 920 Memorial Ave & Portion of 12th Avenue

Schedules and Attachments:

Attachment 'A' - Property Location Map

Amended/Repealed By-law Number(s):
Recitals

1. Authority is provided in accordance with Section 41 of the Planning Act, R.S.O. 1990, c. P. 13, as amended (the “Act”), to pass a By-law designating a Site Plan Control Area.

2. Council has determined it is necessary to designate a Site Plan Area, as referenced by resolution of the Committee of the Whole, dated May 15, 2000.

ACCORDINGLY, THE CORPORATION OF THE CITY OF THUNDER BAY ENACTS AS FOLLOWS:

1. The lands described in section 2 of this By-law (the “Lands”) are designated as a Site Plan Control Area within the meaning of Section 41 of the Act, and no person shall undertake any development on the Lands, until the Council of the Corporation has approved plans and drawings as may be required under Subsection 41(4) of the Act.

2. The lands to which this By-law applies are more particularly described as follows, namely:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Thunder Bay, in the District of Thunder Bay, and being composed of Part of 12th Avenue, Plan M-42 McIntyre Between Memorial Avenue and East Limit Of Part 1 on Reference Plan 55R-12292; PCL 6603 SEC PAF; FIRSTLY: PT LT 2192 PL M42 MCINTYRE; PT LT 2193 PL M42 MCINTYRE; PT LT 2194 PL M42 MCINTYRE; PT LT 2195 PL M42 MCINTYRE; PT LT 2199 PL M42 MCINTYRE AS IN LPA85215; SECONDLY: LT 2200 PL M42 MCINTYRE; LT 2201 PL M42 MCINTYRE; LT 2202 PL M42 MCINTYRE; THIRDLY: LT 2203 PL M42 MCINTYRE; LT 2204 PL M42 MCINTYRE; FOURTHLY: LT 2205 PL M42 MCINTYRE; LT 2206 PL M42 MCINTYRE; FIFTHLY: LT 2212 PL M42 MCINTYRE; PT LT 2213 PL M42 MCINTYRE; PT LT 2214 PL M42 MCINTYRE; PT LT 2215 PL M42 MCINTYRE AS IN LPA85215; SEVENTHLY: PCL A PL M42 MCINTYRE; EIGHTHLY: PCL B PL M42 MCINTYRE; NINTHLY: PT LANE PL M42 MCINTYRE CLOSED BY LPA72420 AS IN LPA85215; PT LT 2210 PL M42 MCINTYRE AS IN LT100488; PT LT 2211 PL M42 MCINTYRE AS IN LPA50868; THUNDER BAY; PCL 5313 SEC PAF; LT 2097-2099 PL M42 MCINTYRE; THUNDER BAY; PCL 2766 SEC PAF; LT 2093-2096 PL M42 MCINTYRE; THUNDER BAY; PCL 2277 SEC PAF; LT 2092 PL M42 MCINTYRE; THUNDER BAY; PCL 6019 SEC PAF; PT LANE PL M42 MCINTYRE CLOSED BY LPA72557 AS IN LPA73193 EXCEPT PT 2 55R6439; THUNDER BAY; PCL 2277 SEC PAF; LT 2086-2091 PL M42 MCINTYRE; THUNDER BAY; PCL
STREETS-1 SEC M42; LANE PL M42 MCINTYRE ABUTTING LT 2092 TO 2099 PL M42; THUNDER BAY and PCL 6026 SEC PAF; PT LT 2083 PL M42 MCINTYRE AS IN LPA73326; THUNDER BAY; municipally known as to 932, 940 & 920 Memorial Ave & Portion of 12th Avenue.

3. This By-law is in accordance with the City of Thunder Bay Official Plan, as amended.

4. This By-law shall come into force and take effect upon the date it is passed.

Enacted and passed this 21st day of January, A.D. 2019 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

____________________________
Bill Mauro
Mayor

____________________________
Krista Power
Deputy City Clerk
Property Location

932, 940 & 920 Memorial Ave & Portion of 12th Avenue

THIS IS EXHIBIT ONE TO BY-LAW NUMBER

MAYOR

CITY CLERK

03/2019
MEETING DATE 01/21/2019 (mm/dd/yyyy)

SUBJECT By-law Resolution

SUMMARY
By-law Resolution - January 21, 2019

RECOMMENDATION

THAT the following By-laws be introduced, read, dealt with individually, engrossed, signed by the Mayor and Clerk, sealed and numbered:

1. A By-law to amend By-law 100-2010 (the Zoning By-law) of the Corporation of the City of Thunder Bay (231 Leland Avenue South)

   By-law Number: BL 5/2019

2. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act R.S.O. 1990, as amended. (932, 940 & 920 Memorial Ave & Portion of 12th Avenue)

   By-law Number: BL 3/2019