



AGENDA MATERIAL

CITY COUNCIL (PUBLIC MEETING)

MEETING DATE: MONDAY, OCTOBER 19, 2020

LOCATION: S. H. BLAKE MEMORIAL AUDITORIUM
(Council Chambers)

TIME: 6:30 P.M.



MEETING: City Council (Public Meeting)

DATE: Monday, October 19, 2020

Reference No. CCP - 11/51

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

City Council (Public Meeting)

Chair: Mayor B. Mauro

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - October 19, 2020 - City Council (Public Meeting) **(Page 5)**

With respect to the October 19, 2020 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) (Page 6-7)

Corporate Report No. R 89/2020 & R 90/2020 (Development & Emergency Services - Planning Services)

Memorandum from Mr. J. Kirychuk, Planner II - Development & Emergency Services - Planning dated October 9, 2020, relative to the above noted.

Zoning By-law Amendment - 543 Andrew Street (Page 8-18)

Zoning By-law amendment to add a four-unit apartment dwelling as a permitted use on an interior lot in the "R2" – Residential Zone Two

THAT a Public Meeting having been held with respect to the application by John McRae, relative to Lots 45 & 46 of Registered Plan 195, municipally known as 543 Andrew Street, we recommend that the R2-Residential Zone Two Zoning By-law be amended as follows:

1. That an APARTMENT DWELLING with a maximum of 4 DWELLING UNITS is added as a permitted USE on an interior lot at this location; and
2. That in the case of an APARTMENT DWELLING the following is applied at this location:
 1. The minimum required LOT FRONTAGE be reduced to 20.0 m;
 2. The minimum width of a DRIVEWAY for two-way traffic leading to a PARKING AREA be reduced to 4.5 m;
 3. The minimum required FRONT YARD SETBACK be reduced to 4.7 m;
 4. The minimum required INTERIOR SIDE YARD SETBACK (east) without ATTACHED garage or carport be increased to 2.5 metres from 1.5 metres

Subject to the following conditions:

That prior to the passing of the amending by-law:

1. The subject property, as shown on Attachment "B", is designated as an area of Site Plan Control.

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

ALL as contained in Report No. R 119/2020 (Planning Services) as submitted by the Development & Emergency Services Department.

Zoning By-law Amendment - 184 Brent Street (Page 19-30)

Report No. R 120/2020 (Development & Emergency Services - Planning Services) recommending that the Zoning By-law be amended to add a four-unit apartment dwelling as a permitted use on an interior lot in the "R2" – Residential Zone Two.

THAT a Public Meeting having been held with respect to the application by John McRae, relative to Lots 141 & 143, Parcels 1957 & 2311 of Registered Plan M18, municipally known as 184 Brent Street, we recommend that the R2-Residential Zone Two of the Zoning By-law be amended as follows:

1. That an APARTMENT DWELLING with a maximum of 4 DWELLING UNITS is added as a permitted USE on an interior lot at this location; and
2. That in the case of an APARTMENT DWELLING the following regulations are applied at this location:

1. The minimum required LOT FRONTAGE be reduced to 20.0 m;
2. The minimum required LOT AREA be reduced to 643 sq. m;
3. The minimum required FRONT YARD SETBACK be reduced to 4.2 m;
4. The minimum width of a DRIVEWAY for two-way traffic leading to a PARKING AREA be reduced to 4.5 m; and
5. The minimum required INTERIOR SIDE YARD SETBACK (south) without ATTACHED garage or carport be increased to 2.6 metres from 1.5 metres.

Subject to the following conditions:

That prior to the passing of the amending by-law:

1. The subject property, as shown on Attachment "B", is designated as an area of Site Plan Control.

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

ALL as contained in Report No. R 120/2020 (Planning Services) as submitted by the Development & Emergency Services Department.

BY-LAWS

BL 107/2020 - Zoning By-law Amendment - 1510 Victoria Avenue (Page 31-34)

A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (1510 Victoria Avenue)

BL 112/2020 - Zoning By-law Amendment (543 Andrew Street) (Page 35-38)

A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (543 Andrew Street)

BL 113/2020 - Zoning By-law Amendment - 184 Brent Street (Page 39-42)

A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (184 Brent Street)

BL 114/2020 - Site Plan Designation - 543 Andrew Street (Page 43-45)

A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended.

BL 115/2020 - Site Plan Designation - 184 Brent Street (Page 46-48)

A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended.

By-law Resolution – October 19, 2020 (Page 49)

THAT the following By-law(s) 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 (1510 Victoria Avenue)

By-law Number: BL 107/2020

2. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (543 Andrew Street)

By-law Number: BL 112/2020

3. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (184 Brent Street)

By-law Number: BL 113/2020

4. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended. (543 Andrew Street)

By-law Number: BL 114/2020

5. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended. (184 Brent Street)

By-law Number: BL 115/2020

ADJOURNMENT



MEETING DATE 10/19/2020 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda – October 19, 2020 - City Council (Public Meeting)

RECOMMENDATION

With respect to the October 19, 2020 City Council (Public Meeting), we recommend that the agenda as printed, including any additional information and new business, be confirmed.

MEETING DATE 10/19/2020 (mm/dd/yyyy)

SUBJECT Corporate Report No. R 89/2020 & R 90/2020 (Development & Emergency Services - Planning Services)

SUMMARY

Memorandum from Mr. J. Kirychuk, Planner II - Development & Emergency Services - Planning dated October 9, 2020, relative to the above noted.

ATTACHMENTS

1. MEMO FROM J. KIRYCHUK - R 89/2020 & R 90/2020 (DEVELOPMENT & EMERGENCY SERVICES - PLANNING)

MEMORANDUM

PLANNING SERVICES DIVISION
Victoriaville Civic Centre, 2nd Floor
111 Syndicate Avenue South
Thunder Bay, ON P7C 5K4

TO: Dana Earle, City Clerk

FILE: Z-05-2020 & Z-06-2020

FROM: Jamie Kirychuk, Planner II
Planning Services Division

DATE: October 9th, 2020

RE: Reports R 89/2020 & R 90/2020
City Council Public Meeting – July 27th, 2020

The Applications for Zoning By-law Amendments pertaining to development proposals considered under Reports R 89/2020 and R 90/2020 and were referred back to Administration at the July 27, 2020 public meeting have since been modified. The nature of changes required new applications to be submitted, therefore, revised applications will now be considered under Reports R 119/2020 and R 120/2020 that are scheduled for the October 19, 2020, public meeting.

Thank you,

JK

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 119/2020
DATE PREPARED	10/02/2020	FILE NO.	Z-05-2020
MEETING DATE	10/19/2020 (mm/dd/yyyy)		
SUBJECT	Zoning By-law Amendment – 543 Andrew Street (John McRae)		

RECOMMENDATION

THAT a Public Meeting having been held with respect to the application by John McRae, relative to Lots 45 & 46 of Registered Plan 195, municipally known as 543 Andrew Street, we recommend that the R2-Residential Zone Two be amended as follows:

1. That an APARTMENT DWELLING with a maximum of 4 DWELLING UNITS is added as a permitted USE on an interior lot at this location; and
2. That in the case of an APARTMENT DWELLING the following is applied at this location:
 - a. The minimum required LOT FRONTAGE be reduced to 20.0 m;
 - b. The minimum width of a DRIVEWAY for two-way traffic leading to a PARKING AREA be reduced to 4.5 m;
 - c. The minimum required FRONT YARD SETBACK be reduced to 4.7 m;
 - d. The minimum required INTERIOR SIDE YARD SETBACK (east) be increased to 2.5 metres from 1.5 metres

Subject to the following conditions:

That prior to the passing of the amending by-law:

1. The subject property, as shown on Attachment "B", is designated as an area of Site Plan Control.

Unless otherwise rescinded or extended, this approval in principle shall be valid for a period of six (6) months from the date of ratification by City Council. Thereafter, the file shall be considered closed and a new application will be required if the condition to be fulfilled prior to the passing of the amending by-law has not been completed.

AND THAT the necessary By-laws be presented to City Council for ratification.

ALL as contained in Report No. R 119/2020 (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-unit apartment dwelling as a permitted use on an interior lot in the "R2" – Residential Zone Two, on lands municipally known as 543 Andrew Street.

A similar application was first brought to Council on July 27, 2020. At that meeting, Council passed a motion to refer the proposal back to Administration to report back with alternative options to address concerns expressed about the proposed development. In response, the Applicant revised the proposal which now includes additional parking, and an increased side yard setback from the east property line. The Applicant also hosted a neighbourhood drop-in event to further consult with the community.

The neighbourhood is well suited for this form of development as the site is close to Lakehead University, public transit, and several amenities. The Thunder Bay District Health Unit has indicated its support for the application and notes that the proposal represents affordable housing opportunities and urban intensification benefits. One petition letter was received in opposition to the original application on March 29th, 2020. To date, no new letters have been received.

Administration recommends approval of the proposed Zoning By-law amendment. The revised proposal accommodates additional parking, and an increased side yard setback from the east property line. The proposal is supported by the Provincial Policy Statement and Official Plan's objective for infill and intensification in the urban area.

DISCUSSION

Description of Proposal

The Applicant has requested a site-specific Zoning By-law amendment to add a 4-unit apartment dwelling as a permitted use on an interior lot in the "R2" - Residential Zone Two. In addition, the application seeks to reduce the required lot frontage for an apartment dwelling to 20.0 metres, reduce the driveway width for two-way traffic to 4.5 metres, reduce the minimum required front yard setback to 4.7 metres, and to increase the minimum required side yard setback (east) to 2.5 metres.

The proposed two storey apartment dwelling would consist of four, two-bedroom units, with two ground floor units, and two second level units.

The amendments being sought reflect changes that the Applicant made in response to the concerns identified within a petition letter from the neighbourhood. The Applicant revised their original proposal as follows:

- shifted the building 5.8 metres north towards the street and reduced the landscaped open space by 6.5% to allow for one additional parking space,
- replaced the outdoor garbage storage bin with an enclosed structure and moved it to the south west corner of the site.
- shifted the building 0.5 metres west, so that there will be a 2.5 metre side yard between the east property line and the proposed dwelling.

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 660.0 square metres in size, and located on south side of Andrew Street. The lands are currently vacant and were previously developed with a single detached dwelling.

The subject property is located in an established residential area, 200.0 metres south of John Street and 300.0 metres north of Oliver Road. The surrounding built form is represented by single-detached dwellings with the exception of two duplexes on nearby Hartland Street. The proposed development is located close to several amenities and institutions including Lakehead University, Oliver Road Community Centre, and the Canada Games Complex. Additionally, the property is located within short walking distance to two major transit routes located on Oliver Road and John Street.

Neighbourhood Comments

A Notice of Application was originally mailed to surrounding property owners on March 13th, 2020 outlining the nature of the proposed Zoning By-law amendment. Planning Services received one petition letter with fourteen signatures from nearby property owners objecting to the proposal.

The main concerns or reasons for objection that were expressed in this petition letter included:

- the potential for negative impacts to property values
- concern that the proposed use won't fit the character of the neighbourhood
- the potential for increased traffic
- the loss of privacy for adjacent properties
- the impact on the availability of on street parking
- the lack of area sidewalks, which results in an unsafe pedestrian environment
- the potential that proposed building could create storm water management/flooding issues

To address these concerns the Applicant modified their proposal and hosted a neighbourhood drop-in event on September 10, 2020, to gather further feedback and to give area residents the opportunity to ask questions. Large drawings of the site plan were on display, and both city staff and the Applicant were in attendance. Eleven residents attended the event to review the revised plans and ask questions of the Applicant and staff in attendance.

Continued concerns were expressed with regard to the potential for on-street parking to become congested, flooding, and that the proposed use won't fit the character of the neighbourhood. Three residents indicated their support for the project citing locational benefits, affordable housing opportunities for themselves and their friends, as well as aging in place potential of the two ground floor units.

Planning's Response to Neighbourhood Comments

- *Parking*

Comments expressed at the drop-in event included concerns that the development did not provide enough parking and that it would cause parking overflow onto the street. The concern with on street parking was that it would congest the street making snow ploughing more difficult as well as access into driveways i.e. backing in trailers. In light of these concerns, the Applicant has shifted the building forward to allow for one additional parking space on-site bringing the total number of spaces to five. As a result of this change, a parking reduction, which was being sought as part of the original proposal is no longer required.

The Parking Authority has indicated that they have no record of infractions in the area and are not aware of any parking issues. The only parking restriction in this area is calendar parking, meaning in the winter months drivers can only park on one side of the road. It is noted that most of residences in this area have off-street parking available.

- *Flooding*

A few attendees to the drop-in event identified past flooding issues as a major concern. Residents stated that the construction of a four unit apartment dwelling would make an existing problem worse. While Administration recognizes these concerns, the application to allow a 4-unit apartment here compared to what is currently allowed to be built, would not worsen the existing problem. Further through the Site Plan Control process, the development will be required to comply with Engineering & Development Standards, which includes providing on-site storm water quantity and quality control for the runoff from the subject property. Without Site Plan Control, the City could not require any on-site storm water management to be provided.

The City is aware of the flooding in this area and the need for infrastructure upgrades. The Engineering and Operations Division is working on a plan to address the situation, however, the

improvements are likely several years away due to similar priorities in other areas of the City. However, short-term improvements are currently being investigated.

This application was circulated to the Lakehead Region Conservation Authority who have indicated that the property falls outside of an environmentally sensitive or regulated area and the agency has no concerns with the proposed amendment.

- *Proposed use won't fit the character of the neighbourhood*

One concern expressed at the drop-in event indicated that the Andrew Street area is predominantly single family homes and that the inclusion of a four-unit apartment dwelling would erode the existing built fabric. Administration has conducted a review of the existing buildings within the surrounding neighbourhood and found the majority of homes are single detached dwellings with the exception of two duplexes. However, in terms of scale and size, the proposed building will be 175 square metres in size. In comparison, three existing single detached homes on Andrew Street are larger than 200.00 square metres. Therefore, the scale and mass of the proposed building is consistent and appropriate in this neighbourhood.

Agency Comments

Building Services, Engineering and Operations, Ministry of Transportation, Realty Services, Parks and Open Space Section, Thunder Bay District Health Unit, and the Lakehead Region Conservation Authority offered no objection to the proposed Zoning By-law amendment and provided the following comments.

Building Services indicates that a building permit will be required for the proposed development.

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 did caution that the risk of food inaccessibility is somewhat high in this area, with the nearest grocery store located 1.6 kilometres from the lands. Despite this, the benefits in which this development presents in terms of providing more affordable housing opportunities and urban intensification outweigh this concern and the proposal can still be supported.

Planning Services Division Comments

- *The Growth Plan for Northern Ontario*

This application is consistent with the Growth Plan for Northern Ontario (GPNO). This proposal will support healthy communities by supporting a range of housing types. The GPNO calls for

higher density development in the identified major cities, which includes Thunder Bay. This type of intensification makes efficient use of existing infrastructure, which is one of the stated purposes of the GPNO.

- *Provincial Policy Statement*

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 make efficient 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 apartment building contributes a compact multiple unit form to the range and mix of housing types in the urban area and surrounding neighbourhood.

- *Official Plan*

One of the primary goals of the Official Plan (OP) is to direct development so that it occurs in an efficient and cost-effective manner. Proposals that are based on intensification and infill are encouraged provided applicable criteria are met. The OP contains guiding principles, one of which is “Complete and Compact”. This principle directs the City to promote complete, connected, compact and livable communities by committing 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. By supporting residential infill and intensification, the City is meeting this guiding principle.

The OP specifically identifies the redevelopment and development of vacant or underutilized lots as the primary means for intensification. The OP explains that 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 OP indicates that the City will support residential intensification where the primary use and function of the neighbourhood will not be undermined. At a minimum, 20% of new dwelling units are to be created through intensification, which is supported by this proposal.

The subject lands are designated Residential in the OP. An objective of the Residential policy section is to 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, accommodates a mix of demographic and income groups, and is appropriate to the needs of the community. Apartment dwellings are typically more economically accessible than detached dwellings.

Compatibility with the existing built form and character of the area will be considered in the review of any proposal for intensification. The OP requires consideration be given to the height,

scale, massing, and architectural character of buildings in the surrounding neighbourhood. The proposed building is a two storey, core floor construction. The adjacent properties are low-rise single detached dwellings. This proposal fits within the existing scale of development.

Administration is confident that this proposal is supported by, and does not conflict with any section of the Official Plan.

- *Zoning By-law*

The subject property is currently zoned 'R2' - Residential Zone Two, which permits apartment dwellings of up to four units on a corner lot. The Applicant is seeking a site specific amendment to the By-law to permit a four unit apartment dwelling on an interior lot at this location. Four amendments to the R2 regulations are required to accommodate the proposed apartment dwelling on an interior lot including a reduction to the required lot frontage, front yard setback, driveway width for two-way traffic, and an increase to the interior side yard (east).

The intent of the required driveway width for two-way traffic in the Zoning By-law is to ensure ample space for safe vehicular ingress and egress. The proposal would see the required driveway width reduced to 4.5 metres from 6 metres. The reduction is supported by Planning Services as the five (5) parking spaces will not constitute a significant amount of daily traffic along this driveway. The reduced driveway width will also result in greater functionality of site by allowing more space for snow removal, garbage storage, on-site storm water management, landscaping, and overall aesthetics. Administration is of the opinion that these benefits outweigh the potential minor delays that may arise as a result.

Minimum requirements for lot frontage in the Zoning By-law ensure that there is adequate amenity space for apartment dwelling units while providing for access, appropriate built form, and parking. The proposal seeks to reduce the minimum required lot frontage to 20.0 metres from 22.0 metres. In this case, access to the rear yard is suitable with a 4.5 metre driveway on the west side of the building. The site plan submitted indicates that 20% of the lot area will be devoted to landscaped open space. The proposed building is of a height, scale and mass that is compatible with other homes in the neighbourhood and five on-site parking stalls as well as bicycle parking will be provided. The subject lands provide sufficient amenity space, access, and parking to support the proposed apartment dwelling, which is considered an appropriate built form at this location.

To accommodate the required parking on-site, the Applicant has shifted the building towards the street allowing a larger parking area in the rear. Therefore the proposal now seeks to reduce the minimum required front yard setback to 4.7 metres from 6.0 metres. The intent of the required front yard in the Zoning By-law is to ensure that buildings maintain a regular and continuous streetscape and provide room for parking and landscaping. While the proposed setback is less than the current average of the adjacent two buildings, adequate landscaping in the form of open space and a 3.0 metre wide landscaped strip will be provided. Moreover, the City's urban design

guidelines support moving surface parking to the rear and having a range of setbacks to create a variety in the public streetscape.

The Applicant also proposes to increase the east side yard setback to 2.5 metres to provide an increased separation between the proposed apartment dwelling and the single detached dwelling on the adjacent lot. This proposed setback will also provide for improved lot grading and drainage along this property line. Planning Services supports this increase in the By-law's minimum requirements.

The proposal satisfies all other provisions of the Zoning By-law.

Site Plan Control

The Parks and Open Spaces Section and the Engineering and Operations Division support Planning Services' request that the subject property be designated as an area of Site Plan Control (SPC). This will facilitate the review of the proposed development ensuring its compliance with the City's Engineering Development Standards, the Parks and Open Spaces Standards and Specifications, and the City's Urban Design Guidelines. The use of landscaping, on-site stormwater management, lot grading, and overall aesthetics will be encouraged.

It is also consistent with the policies in Section 22.6 of the Official Plan and with the City's practice of applying SPC to buildings of four dwelling units or more.

BACKGROUND

This application was first presented to Council at the July 27th, 2020 public meeting (Report R 89/2020). At that meeting Council passed a motion referring the proposal back to Administration to seek alternative options that would respond to the concerns expressed in the petition letter. To address the neighbourhood's concerns the Applicant revised the original proposal and held a neighbourhood drop-in event where the modified plans were on display and area residents were invited to provide additional feedback. Given the nature of the changes proposed, Administration recommended that the revised proposal be treated as a new application and that a second public meeting be held. Notice of this second public meeting was given on September 29th, 2020.

FINANCIAL IMPLICATION

It is anticipated that there will be an increase in assessment value. It is estimated that a \$100,000 increase in the assessed value of a property would provide the City with an approximate additional tax levy of \$1,505.00. All design and construction costs associated with the development will be the responsibility of the Applicant.

CONCLUSION

It is concluded that, 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 Provincial Policy

Statement. The proposal does not conflict with the Growth Plan for Northern Ontario and is consistent with the policies of the Official Plan. As such, Administration supports the proposed Zoning By-law amendment and recommends that it be approved.

REFERENCE MATERIAL ATTACHED

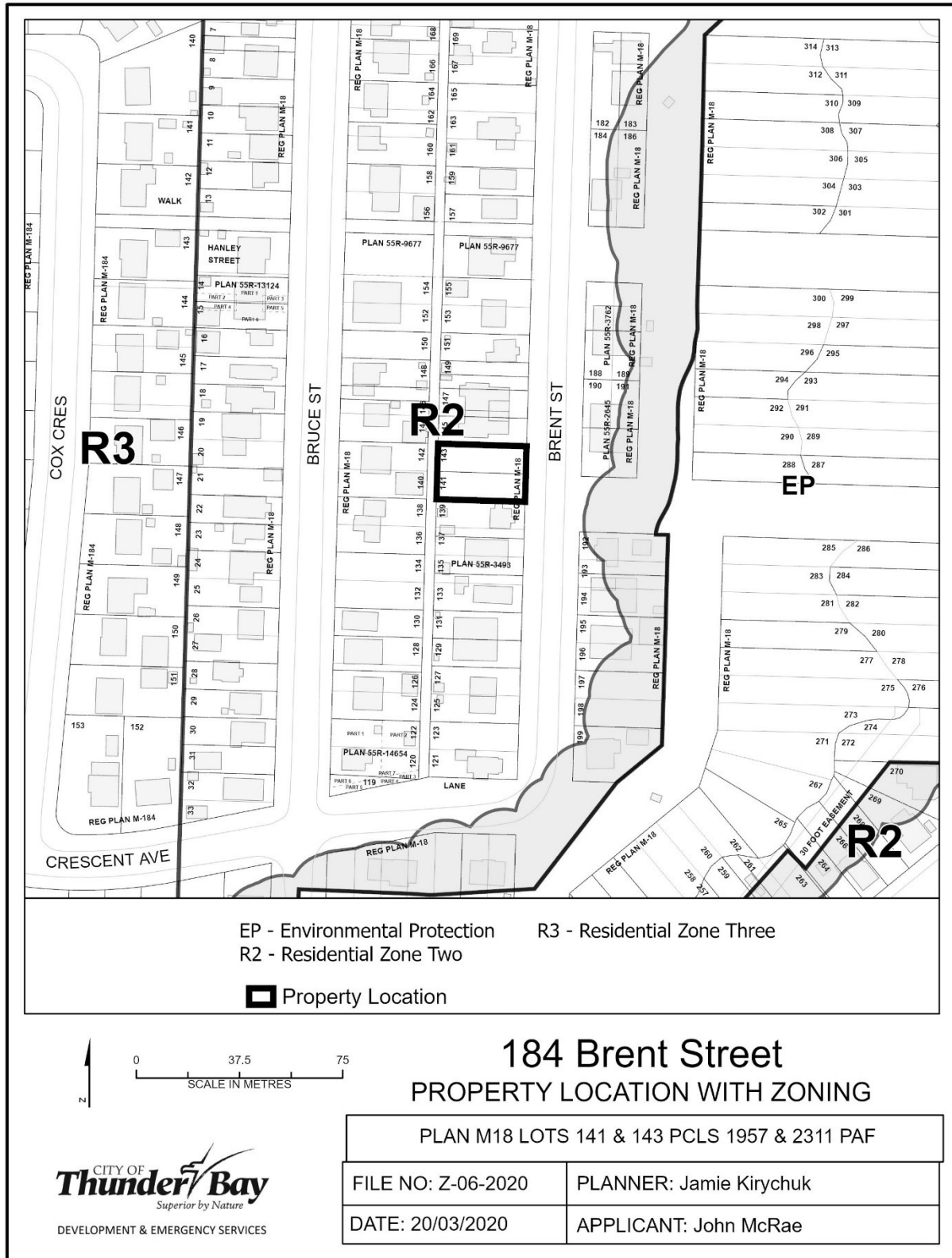
Attachment A – Property Location with Zoning

Attachment B – Applicant's Sketch

PREPARED BY: Jamie Kirychuk, Planner II

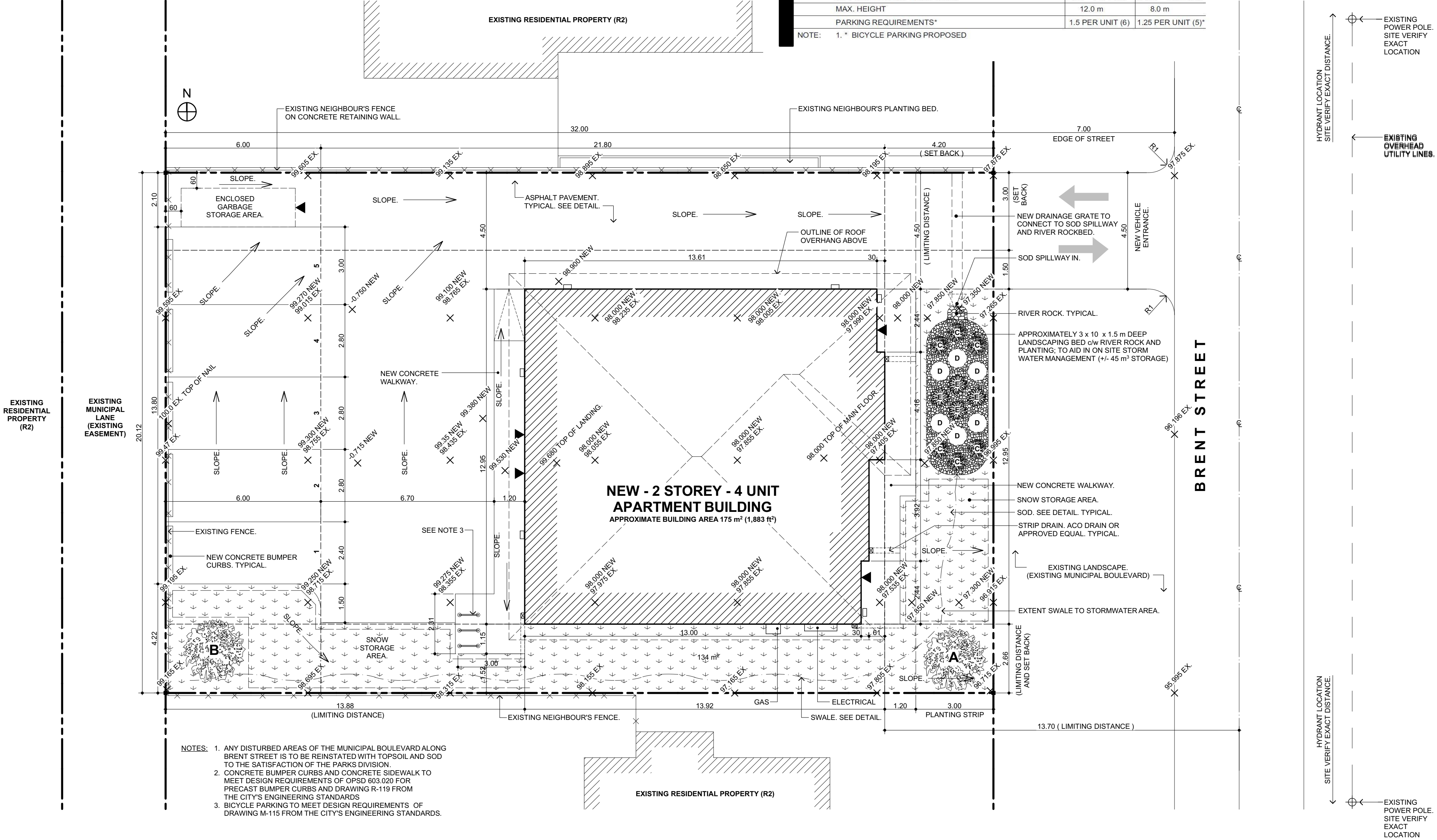
THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Mark J. Smith, GM Development & Emergency Services	October 9, 2020

ATTACHMENT A - Property Location



TITLE: Property Location		Date: October 2020	
PREPARED BY JK	SCALE As Noted	FILE NO. Z-06-2020	

ATTACHMENT B



APPLICANT: John McRae

FILE NO.: Z-06-2020

Applicant's Sketch

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 120/2020
DATE PREPARED	10/02/2020	FILE NO.	Z-06-2020

MEETING DATE 10/19/2020 (mm/dd/yyyy)

SUBJECT Zoning By-law Amendment – 184 Brent Street (John McRae)

RECOMMENDATION

THAT a Public Meeting having been held with respect to the application by John McRae, relative to Lots 141 & 143, Parcels 1957 & 2311 of Registered Plan M18, municipally known as 184 Brent Street, we recommend that the R2-Residential Zone Two be amended as follows:

1. That an APARTMENT DWELLING with a maximum of 4 DWELLING UNITS is added as a permitted USE on an interior lot at this location; and
2. That in the case of an APARTMENT DWELLING the following regulations are applied at this location:
 - a. The minimum required LOT FRONTAGE is reduced to 20.0 m;
 - b. The minimum required LOT AREA is reduced to 643 sq. m;
 - c. The minimum required FRONT YARD SETBACK is reduced to 4.2 m;
 - d. The minimum width of a DRIVEWAY for two-way traffic leading to a PARKING AREA is reduced to 4.5 m; and
 - e. The minimum required INTERIOR SIDE YARD SETBACK (south) is increased to 2.6 metres from 1.5 metres.

Subject to the following conditions:

That prior to the passing of the amending by-law:

1. The subject property, as shown on Attachment "B", is designated as an area of Site Plan Control.

Unless otherwise rescinded or extended, this approval in principle shall be valid for a period of six (6) months from the date of ratification by City Council. Thereafter, the file shall be considered closed and a new application will be required if the condition to be fulfilled prior to the passing of the amending by-law has not been completed.

AND THAT the necessary By-laws be presented to City Council for ratification.

ALL as contained in Report No. R 120/2020 (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-unit apartment dwelling as a permitted use on an interior lot in the “R2” – Residential Zone Two, on lands municipally known as 184 Brent Street.

A similar application was first brought to Council on July 27, 2020. At that meeting, Council passed a motion to refer the proposal back to Administration to report back with alternative options to address concerns expressed about the proposed development. In response, the Applicant revised the proposal which now includes additional parking, and an increased side yard setback from the south property line. The Applicant also hosted a neighbourhood drop-in event to further consult with the community.

The subject lands are located in the Grandview area which is predominantly developed with single and semi-detached housing. The site is close to the McVicar Creek Pathway (approximately 270 metres to the south west) which provides active transportation and a pedestrian link to the River Street corridor where several amenities and public transit are available.

The adjacent property owner to the south, and a resident across the street, expressed concerns about the original proposal and continue to have concerns with the revised proposal.

Administration recommends approval of the proposed Zoning By-law amendment. The proposal is supported by the Provincial Policy Statement and Official Plan’s objective for infill and intensification in the urban area.

DISCUSSION

Description of Proposal

The Applicant has requested a site-specific Zoning By-law amendment to add a 4-unit apartment dwelling as a permitted use on an interior lot in the “R2” - Residential Zone Two. In addition, the application seeks to reduce the required lot frontage to 20.0 metres, reduce the driveway width for two-way traffic to 4.5 metres, reduce the lot area to 643 sq. m, reduce the minimum required front yard setback to 4.2 metres, and to increase the minimum required side yard setback (south) to 2.6 metres.

The proposed two storey apartment dwelling would consist of four two-bedroom units, with two ground floor units, and two second level units.

The amendments being sought reflect changes that the Applicant made in response to concerns expressed at the Public Meeting held on July 27th, 2020. The Applicant revised their original proposal as follows:

- shifted the proposed building 5.3 metres east towards the street and reduced the landscaped open space by 7.8% to accommodate another parking space,
- shifted the proposed building 1.1 metres north, so that there will be a 2.6 metres side yard between the south property line and the proposed dwelling,
- replaced the outdoor garbage storage bin with an enclosed structure and moved it to the north west corner of the site.

A copy of the Applicant's sketch is attached as "Attachment B".

Description of Subject Property and Surrounding Area

The subject property is 643.0 square metre in size, and located on the west side of Brent Street. The lands are currently vacant and were previously developed with a single detached dwelling, which was removed in 2001.

The subject property is located in an established residential area close to Balsam and High Streets. The surrounding built form is represented by single and semi-detached dwellings and one four-plex on nearby Bruce Street. The proposed development is located close to several amenities including Brent Park, McVicar Creek Pathway, Grandview Gardens (Arena), and Grandview Mall.

Neighbourhood Comments

A Notice of Application for the original proposal was mailed to surrounding property owners on March 13th, 2020 and Notice of Public Meeting was mailed on July 7th, 2020. Planning Services received two letters of objection in response to these notices. Concerns included:

- the potential for negative impacts to property values
- the lack of amenity space to be provided for the proposed dwelling
- the loss of privacy for adjacent properties
- concern that the proposed use won't fit the texture/fabric or character of the neighbourhood
- the potential for increased traffic
- the impact on the availability of on street parking
- the lack of area sidewalks, which results in an unsafe pedestrian environment
- the potential for the proposed building to create storm water management/flooding issues

To address these concerns the Applicant modified their proposal and hosted a neighbourhood drop-in event on September 9th, 2020 to gather further feedback and to give area residents the opportunity to ask questions. Large drawings of the revised site plan were on display, and both city staff and the Applicant were in attendance. Seven residents of the Brent Street area attended the event as well as four residents of the Andrew Street area where there is a similar development proposal being considered.

Continued concerns were expressed with regard to the potential for the proposed development to result in flooding from poor lot grading and drainage. In addition, residents believe that the on-site parking being provided will not be sufficient to accommodate the proposed development and the lack of sidewalks along Brent Street are seen as a safety concern. Overall, the proposed development is perceived as an overdevelopment of the site. Concerns were also raised with regard to the Planning process and the clarity of the public notices and associated site plan that accompanied the original proposal. Lengthy discussion occurred around the rationale for seeking an amendment of the R2 Zone as opposed to seeking an amendment to a different zone.

Planning's Response to Neighbourhood Comments

- *Parking*

Both the letter received and comments heard at the drop-in event highlighted concerns over the amount of on-site parking to be provided and the likelihood of parking overflowing onto the street. In light of these concerns, the Applicant has shifted the building forward to allow for one additional parking space bringing the total number of spaces to five. As a result of this change, a parking reduction, which was being sought as part of the original proposal is no longer required.

The Parking Authority has indicated that they have no record of infractions in the area and are not aware of any existing parking issues. The only parking restriction in this area is calendar parking, meaning in the winter months drivers can only park on one side of the road. It is noted that most residences in this area have off-street parking available.

- *Lack of area sidewalks results in an unsafe pedestrian environment*

Correspondence received from the adjacent resident to the south notes concerns over the lack of sidewalks on Brent Street. They believe that this proposal could contribute negatively to an already dangerous environment for pedestrians. Both the Thunder Bay District Health Unit and Planning Services acknowledge this concern, however, the benefits this development presents in terms of providing more affordable housing opportunities and urban intensification outweigh the gap in pedestrian infrastructure along this street as it currently exists. It is noted that the McVicar Creek Pathway is located a short distance away (270 metres south west of the subject lands), which does provide a pedestrian environment that links to area amenities. The Engineering & Operations Division notes that this area is subject to low traffic volumes, and no past or ongoing traffic concerns have been identified.

- *Lot grading and Drainage*

Concerns heard at the drop-in event suggest that the proposed development could result in off-site drainage and potential flooding. Although the Engineering & Operations Division did not believe that the original proposal would cause flooding, the applicant accommodated the concerns of the neighbourhood anyways. To address this issue, the Applicant has shifted the building approximately 1.1 metre further away from the south property line. This shift will result in a 2.6 metre side yard setback and allow for improved lot grading and drainage along this property line.

Through the Site Plan Control process, this proposal will undergo a review using the City's Urban Design Guidelines and Engineering Standards and Specifications ensuring storm water and drainage is managed on-site.

This application was also circulated to the Lakehead Region Conservation Authority who have indicated that the property falls outside of the McVicar Creek flood line and the agency has no concerns with the proposed amendment.

- *Overdevelopment of the Site*

The letter submitted along with concerns heard at the drop-in event suggest that the proposed building would represent an overdevelopment of the site. Planning Services upon review of the site plan finds that the proposed Apartment Dwelling will be approximately 175 square meters in area. With a total lot area of 643 square meters, the proposed building to lot ratio, or lot coverage, equals approximately 30%. Because the maximum lot coverage in the "R2" Zone is 40%, Planning Services is confident that the proposed building will be of an appropriate scale and mass for this site.

- *Choice of Zoning*

The adjacent resident to the south has questioned the proposed amendments and the choice of amending the regulations of the R2 Zone as opposed to using one of the other zone categories that permit four unit apartment dwellings. It has been suggested that the decision to add an Apartment Dwelling as a permitted use on an interior lot in the "R2" – Residential Zone Two as a site-specific amendment is misleading because the lot area and interior side yard setback requirements are less in the "R2" Zone than other zones where an Apartment Dwelling is a permitted use on an interior lot. This, it is suggested, leaves the impression that the relief being sought is not impactful, however, might be seen that way if the proposal was evaluated against a different set of regulations.

Each Zone type within the Zoning By-law, includes a table outlining minimum and maximum requirements for building criteria. These tables are considered to be benchmarks and are useful in determining what is appropriate and where on a site. While it is true that these benchmark requirements in the R2 Zone are less than those found in the "MU1" – Mixed Use Zone One and "MU2" – Mixed Use Zone Two. Whether the Applicant had chosen to rezone the property to the "MU1" Zone or "MU2" Zone, the assessment process that results from a zoning amendment

necessitates an independent comprehensive review of the proposal. In this case, Administration believes that overall the development is appropriate for the subject lands, regardless of which zone is used to facilitate the development.

- Public Meeting Notice

Several concerns were heard at the public meeting on July 27th and at the neighbourhood drop-in event that the notices sent to the public were not legible or clear to understand. Planning Services takes these concerns seriously. Notices sent to residents for the October 19th meeting included large 11 x 17 images of the site plan, as well as clearer language with respect to the intent and purpose of the application. Additional language was also included to remind readers that they could contact the Planner directly for more information.

Agency Comments

Building Services, Engineering and Operations, Ministry of Transportation, Realty Services, Parks and Open Space Section, Thunder Bay District Health Unit, and the Lakehead Region Conservation Authority offered no objection to the proposed Zoning By-law amendment and provided the following comments.

Building Services indicates that a building permit will be required for the proposed development.

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 did caution that there is a lack of pedestrian infrastructure available in this residential area. Despite this, the TBDHU still finds the proposed amendment supportable as the benefits in which this development presents in terms of providing more affordable housing opportunities and urban intensification outweigh concerns about pedestrian infrastructure and the proposal is supported.

Planning Services Division Comments

- *Provincial Policy Statement and Growth Plan for Northern Ontario*

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 make efficient 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 apartment building contributes a compact multiple unit form to the range and mix of housing types in the urban area and surrounding neighbourhood.

- *Growth Plan for Northern Ontario*

This application is consistent with the Growth Plan for Northern Ontario (GPNO). This proposal will support healthy communities by supporting a range of housing types. The GPNO calls for higher density development in the identified major cities, which includes Thunder Bay. This type of intensification makes efficient use of existing infrastructure, which is one of the stated

- *Official Plan*

One of the primary goals of the Official Plan (OP) is to direct development so that it occurs in an efficient and cost-effective manner. Proposals that are based on intensification and infill are encouraged provided applicable criteria are met. The OP contains guiding principles, one of which is “Complete and Compact”. This principle directs the City to promote complete, connected, compact and livable communities by committing 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. By supporting residential infill and intensification, the City is meeting this guiding principle.

The OP specifically identifies the redevelopment and development of vacant or underutilized lots as the primary means for intensification. The OP explains that 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 OP indicates that the City will support residential intensification where the primary use and function of the neighbourhood will not be undermined. At a minimum, 20% of new dwelling units are to be created through intensification, which is supported by this proposal.

The subject lands are designated Residential in the OP. An objective of the Residential policy section is to 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, accommodates a mix of demographic and income groups, and is appropriate to the needs of the community. Apartment dwellings are typically more economically accessible than detached dwellings.

Compatibility with the existing built form and character of the area will be considered in the review of any proposal for intensification. The OP requires consideration be given to the height, scale, massing, and architectural character of buildings in the surrounding neighbourhood. The proposed building is a two storey, core floor construction. The adjacent properties are low-rise single and semi-detached dwellings. This proposal fits within the existing scale of development.

Administration is confident that this proposal is supported by, and does not conflict with any section of the Official Plan.

- *Zoning By-law*

The subject property is currently zoned 'R2' - Residential Zone Two, which permits apartment dwellings of up to four units on a corner lot. The Applicant is seeking a site specific amendment to the By-law to permit a four unit apartment dwelling on an interior lot at this location. Five amendments to the R2 regulations are required to accommodate the proposed apartment dwelling on an interior lot including a reduction to the required lot frontage, front yard setback, driveway width for two-way traffic, and lot area, and an increase the interior side yard (south) setback.

The intent of the required driveway width for two-way traffic in the Zoning By-law is to ensure ample space for safe vehicular ingress and egress. The proposal would see the required driveway width reduced to 4.5 metres from 6 metres. The reduction is supported by Planning Services as the five (5) parking spaces will not constitute a significant amount of daily traffic along this driveway. The reduced driveway width will also result in greater functionality of site by allowing more space for snow removal, garbage storage, on-site storm water management, landscaping, and overall aesthetics. Administration is of the opinion that these benefits outweigh the potential minor delays that may arise as a result.

The proposal seeks to reduce both the minimum required lot frontage to 20.0 metres from 22.0 metres and lot area to 643.0 square metres from 660.0 square metres. Minimum requirements for lot frontage and area in the Zoning By-law ensure that there is adequate amenity space for apartment dwelling units while providing for access, appropriate built form, and parking. In this case, access to the rear yard is suitable with a 4.5 metre driveway on the north side of the building. The site plan submitted indicates that 20% of the lot area will be devoted to landscaped open space. The proposed building is of a height, scale and mass that is compatible with other homes in the neighbourhood and five on-site parking stalls as well as bicycle parking will be provided. The subject lands provide sufficient amenity space, access, and parking to support the proposed apartment dwelling, which is considered an appropriate built form at this location.

To accommodate the required parking on-site, the Applicant has shifted the building towards the street allowing a larger parking area in the rear. Therefore the proposal now seeks to reduce the minimum required front yard setback to 4.2 metres from 6.0 metres. The intent of the required front yard in the Zoning By-law is to ensure that buildings maintain a regular and continuous streetscape and provide room for parking and landscaping. While the proposed setback is less than the current average of the adjacent two buildings, adequate landscaping in the form of open space and a 3.0 metre wide landscaped strip will be provided. Moreover, the City's urban design guidelines support moving surface parking to the rear and having a range of setbacks to create a variety in the public streetscape.

In response to concerns expressed by the adjacent property owner, the Applicant proposes to increase the south side yard setback to 2.6 metres to provide an increased separation between the proposed apartment dwelling and the single detached dwelling on the adjacent lot. This proposed setback will also provide for improved lot grading and drainage along this property line. Planning Services supports this increase in the By-law's minimum requirement.

The proposal satisfies all other requirements of the Zoning By-law.

Site Plan Control

The Parks and Open Spaces Section and the Engineering and Operations Division support Planning Services' request that the subject property be designated as an area of Site Plan Control (SPC). This will facilitate the review of the proposed development ensuring its compliance with the City's Engineering Development Standards, the Parks and Open Spaces Standards and Specifications, and the City's Urban Design Guidelines. The use of landscaping, on-site stormwater management, lot grading, and overall aesthetics will be encouraged.

It is also consistent with the policies in Section 22.6 of the Official Plan and with the City's practice of applying SPC to buildings of four dwelling units or more.

BACKGROUND

This application was first presented to Council at the July 27th, 2020 public meeting (Report R 89/2020). At that meeting an area resident raised a number of concerns with the proposed Zoning By-law amendment as well as the public planning process. Council passed a motion referring the proposal back to Administration to seek alternative options that would respond to the concerns expressed. To address the neighbour's concerns the Applicant revised the original proposal and held a neighbourhood drop-in event where the modified plans were on display and area residents were invited to provide additional feedback. Given the nature of the changes proposed, Administration recommended that the revised proposal be treated as a new application and that a second public meeting be held. Notice of this second public meeting was given on September 29th, 2020.

FINANCIAL IMPLICATION

It is anticipated that there will be an increase in assessment value. It is estimated that a \$100,000 increase in the assessed value of a property would provide the City with an approximate additional tax levy of \$1,505.00. All design and construction costs associated with the proposed development will be the responsibility of the Applicant.

CONCLUSION

It is concluded that 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 Provincial Policy

Statement. The proposal does not conflict with the Growth Plan for Northern Ontario and is consistent with the policies of the Official Plan. As such, Administration supports the proposed Zoning By-law amendment and recommends that it be approved.

REFERENCE MATERIAL ATTACHED

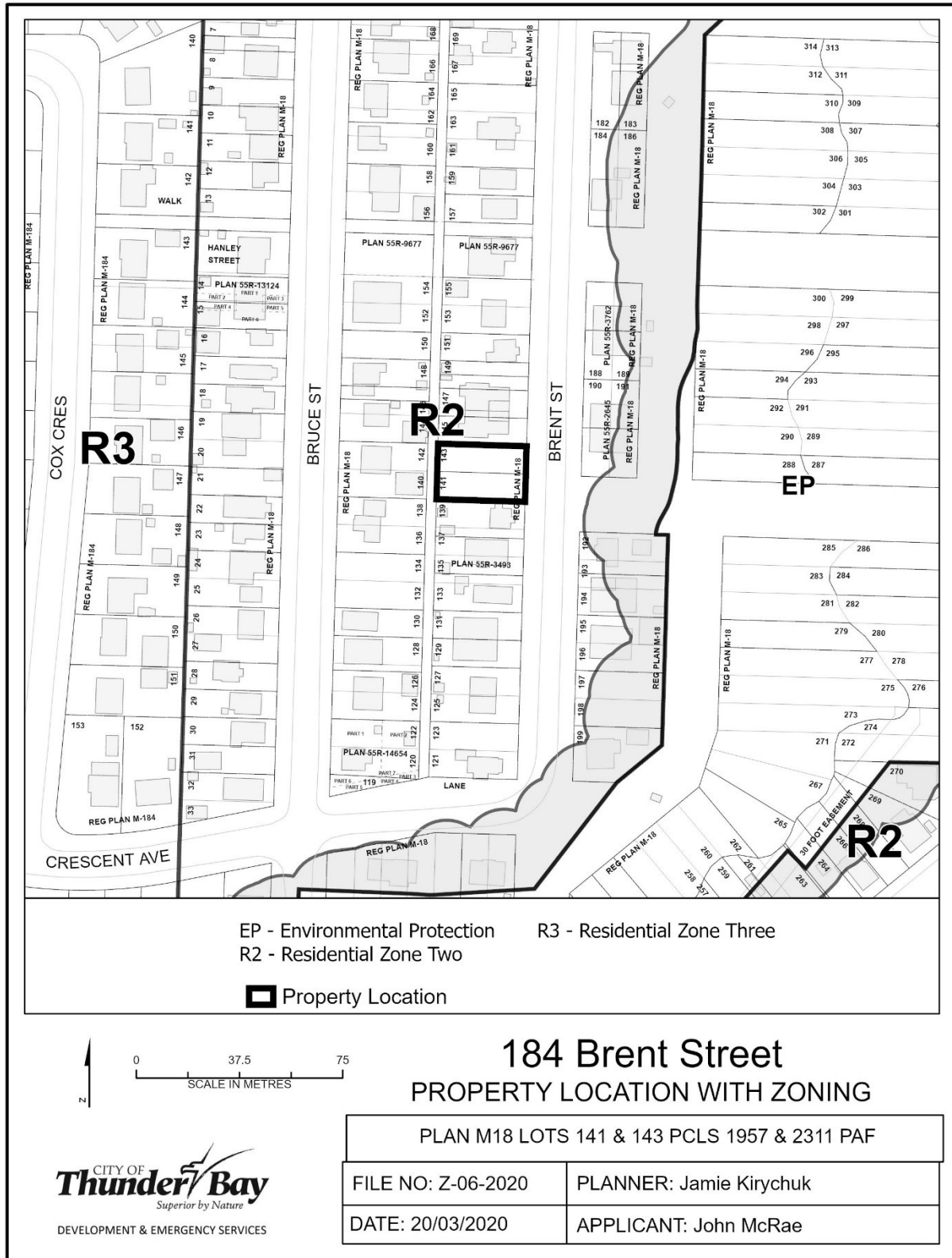
Attachment A – Property Location with Zoning

Attachment B – Applicant's Sketch

PREPARED BY: Jamie Kirychuk, Planner II

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Mark J. Smith, GM Development & Emergency Services	October 9, 2020

ATTACHMENT A - Property Location



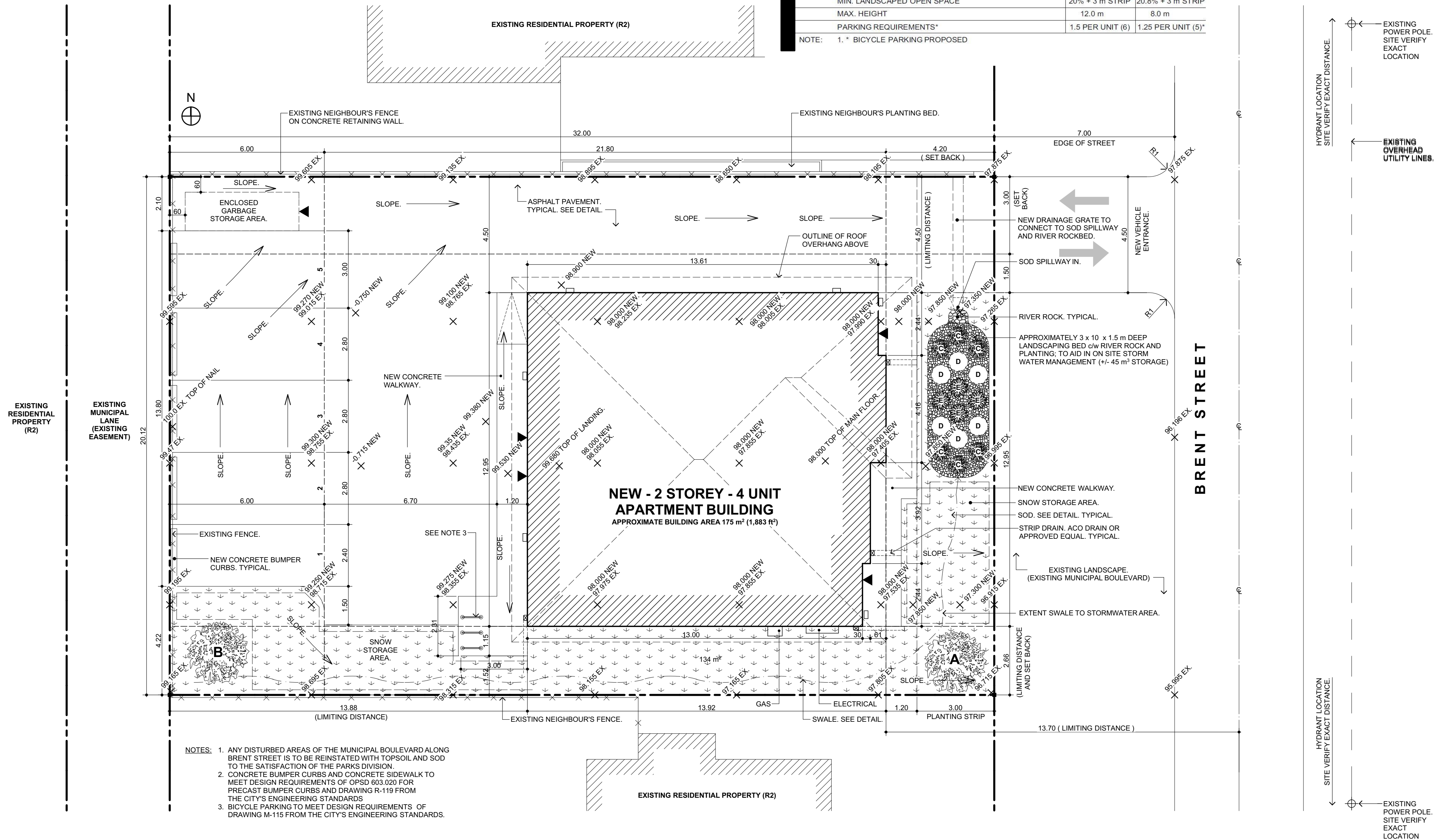
TITLE: Property Location		Date: October 2020	
PREPARED BY JK	SCALE As Noted	FILE NO. Z-06-2020	

ATTACHMENT B

ZONING REVIEW (184 Brent Street)

9.1	RESIDENTIAL ZONE TWO (R2)	REQUIRED	PROVIDED
9.1	PERMITTED USE: APARTMENT DWELLING		
9.2.1	MIN. REQUIRED LOT FRONTAGE	22.0 m	20.12 m
	MIN. REQUIRED LOT DEPTH	30.0 m	32.0 m
	MIN. REQUIRED LOT AREA	660.0 m ²	643.2 m ²
	MIN. REQUIRED FRONT YARD	6.0 m	4.20 m
	MIN. REQUIRED REAR YARD	6.0 m	6.0 m
	MIN. REQUIRED EXTERIOR SIDE YARD	N/A	N/A
	MIN. REQUIRED INTERIOR SIDE YARD	3.0 m / 2.01m	3.0 m / 2.66 m
	MAX. LOT COVERAGE	40%	29.3%
	MIN. LANDSCAPED OPEN SPACE	20% + 3 m STRIP	20.8% + 3 m STRIP
	MAX. HEIGHT	12.0 m	8.0 m
	PARKING REQUIREMENTS*	1.5 PER UNIT (6)	1.25 PER UNIT (5)*

NOTE: 1. * BICYCLE PARKING PROPOSED



APPLICANT: John McRae

FILE NO.: Z-06-2020

Applicant's Sketch

Memorandum

Corporate By-law Number BL 107/2020

TO: Office of the City Clerk **FILE:** Z-08-2019

FROM: Jamie Kirychuk
Development & Emergency Services - Planning Services

DATE: 10/02/2020

SUBJECT: BL 107/2020 - Zoning By-law Amendment - 1510 Victoria Avenue

MEETING DATE: City Council (Public Meeting) - 10/19/2020 (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 (1510 Victoria Avenue)

Authorization: Report R 127/2019 (Development & Emergency Services - Planning Service) – City Council (Public Meeting) – August 26, 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 permit an apartment dwelling with up to five dwelling units, amend site specific regulations, establish a reduced parking rate, and amend parking regulations to permit access from a lane.

The effect of this amendment would be to allow the existing building to be used as an apartment dwelling with a maximum of five dwelling units.

Schedules and Attachments:

EXHIBIT ONE TO BL 107/2020

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 107/2020

A By-law to amend By-law 100-2010 (The Zoning By-law) of
The Corporation of the City of Thunder Bay (1510 Victoria
Avenue)

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 August 2nd, 2019, and a public meeting was held on the 26th day of August, 2019 at which Report No. R 127/2019 (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:

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

Registered Plan M31, Lots 283 and 284, Parcel 32 City of Fort William Freehold, municipally known as 1510 Victoria Avenue East, and shown as "Property Location" on Exhibit One to and forming part of this Amending By-law,

is subject to the following provisions:

The provisions of Sections 5.15.2 and 9.1, and Tables 5.15.9 and 9.2.1 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 26th day of August, 2019 is permitted to remain in its present location. Nothing in this BY-LAW prevents the strengthening or restoration to a safe condition of that BUILDING, provided that the strengthening or restoration does not further contravene any regulations of this BY-LAW.

b) Permitted USES:

1. An APARTMENT DWELLING containing a maximum of 4 DWELLING UNITS is deemed to a permitted USE under Section 9.1(a).
2. Notwithstanding subparagraph 170(1)(b)(i) of this By-Law, an APARTMENT DWELLING with a maximum of 5 DWELLING UNITS is a permitted USE in the BUILDING existing on the 26th day of August, 2019.

c) REGULATIONS:

In the case of an APARTMENT DWELLING, the following applies:

The Minimum REQUIRED LOT FRONTAGE is 15.2 m
The Minimum REQUIRED LOT AREA is 535m ²
The minimum number of REQUIRED PARKING SPACES is 1.0 per DWELLING UNIT.
A PARKING LOT is permitted to connect directly to a LANE without the requirement for a DRIVEWAY or PARKING AISLE."

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.

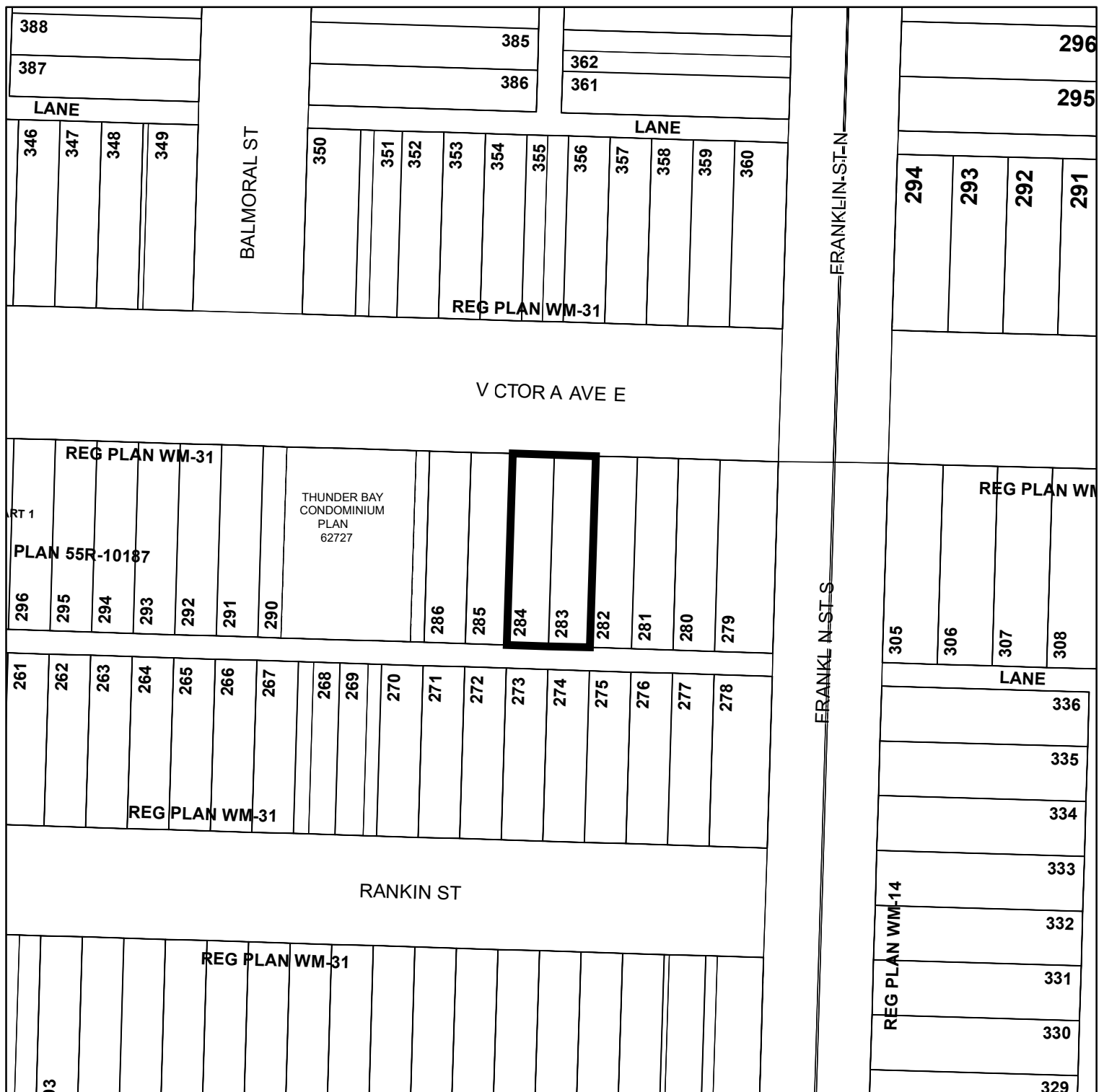
Enacted and passed this 19th day of October, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

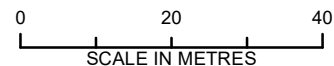
Dana Earle

Deputy City Clerk



Property Location 

1510 Victoria Avenue East



THIS IS EXHIBIT ONE TO PARAGRAPH 185
OF SCHEDULE "B" OF BY-LAW 100 - 2010
AS AMENDED BY BY-LAW NUMBER 107/2020

MAYOR _____

CITY CLERK _____

Memorandum

Corporate By-law Number BL 112/2020

TO: Office of the City Clerk **FILE:** Z-05-2020

FROM: Jamie Kirychuk
Development & Emergency Services - Planning Services

DATE: 10/07/2020

SUBJECT: BL 112/2020 - Zoning By-law Amendment (543 Andrew Street)

MEETING DATE: City Council (Public Meeting) - 10/19/2020 (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 (543 Andrew Street)

Authorization: R 119/2020 (Planning Services) - City Council (Public Meeting) – October 19th, 2020

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, specifically to add a four-unit apartment dwelling as a permitted use on an interior lot in the “R2” – Residential Zone Two.

The effect of this amendment would be to allow the construction of a four unit two-storey Apartment Dwelling at 543 Andrew Street

Schedules and Attachments:

EXHIBIT ONE TO BL 112/2020

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 112/2020

A By-law to amend By-law 100-2010 (The Zoning By-law) of
The Corporation of the City of Thunder Bay (543 Andrew
Street)

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 September 29th, 2020 and a public meeting was held on October 19th, 2020 which Report No. R 119/2020 (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:

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

Lots 45 & 46 of Registered Plan 195 and shown as "Property Location" on Exhibit One to and forming part of this Amending By-law,

is subject to the following provisions:

The provisions of Sections 5.15.2 and 9.1 and Table 9.2.1 of this Table 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) Permitted USES:

In addition to the USES permitted in Section 9.1.a) of this BY-LAW, an "APARTMENT DWELLING with a maximum of 4 DWELLING UNITS" is a permitted USE on the affected land.

b) REGULATIONS:

In the case of an APARTMENT DWELLING on the affected land, the following applies:

- i. The minimum REQUIRED LOT FRONTAGE is 20.0 metres,

- ii. The minimum REQUIRED FRONT YARD is 4.7 metres
- iii. The minimum REQUIRED INTERIOR SIDE YARD (east) is 2.5 metres
- iv. The minimum width of a DRIVEWAY for two way traffic leading to a PARKING AREA is 4.5 metres

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.

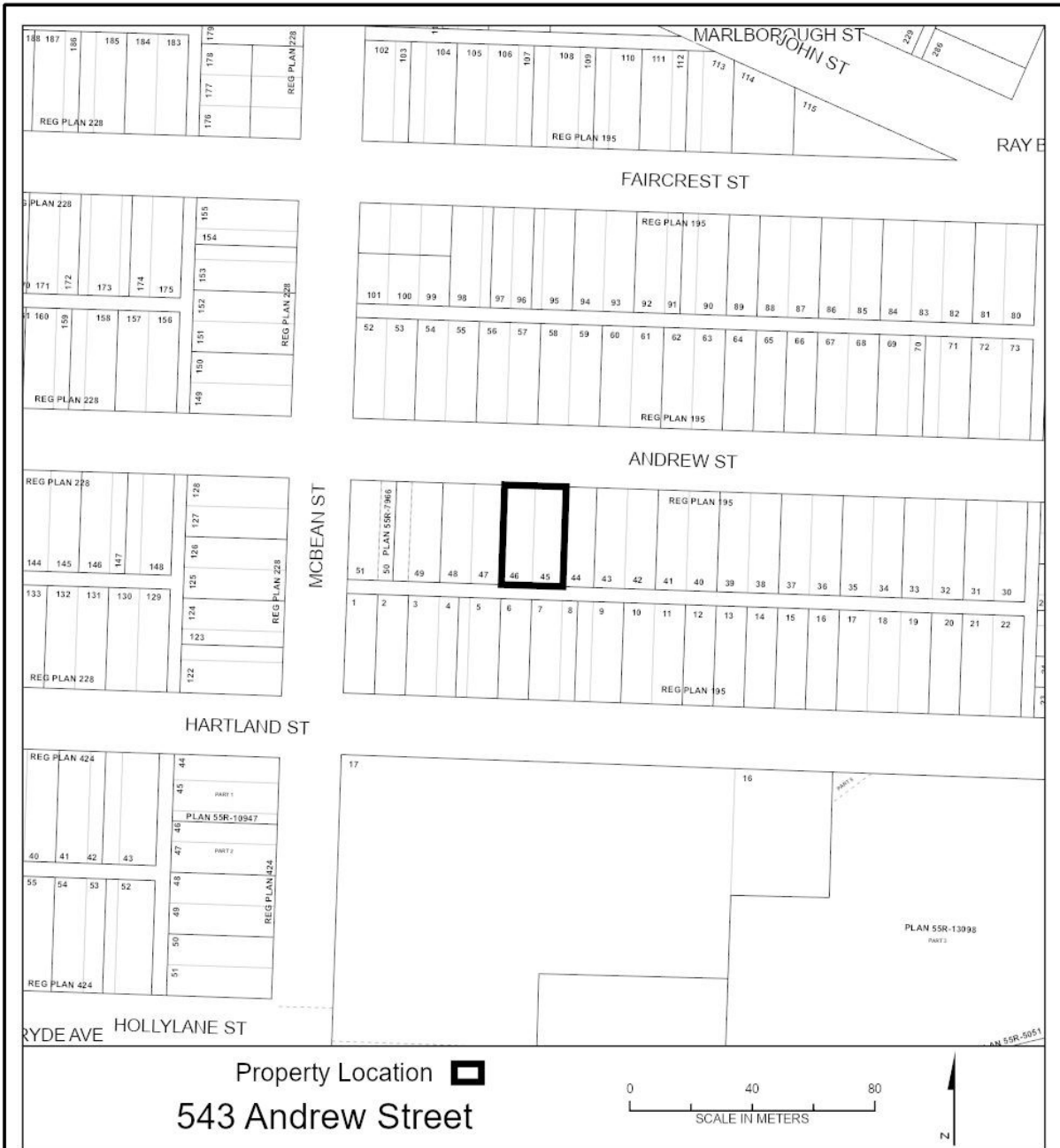
Enacted and passed this 19th day of October, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

Dana Earle

Deputy City Clerk



THIS IS EXHIBIT ONE TO PARAGRAPH 182
 OF SCHEDULE "B" OF BY-LAW 100 - 2010
 AS AMENDED BY BY-LAW NUMBER BL 112/2020
 MAYOR _____
 CITY CLERK _____

Memorandum

Corporate By-law Number BL 113/2020

TO: Office of the City Clerk **FILE:** Z-06-2020

FROM: Jamie Kirychuk
Development & Emergency Services - Planning Services

DATE: 10/07/2020

SUBJECT: BL 113/2020 - Zoning By-law Amendment - 184 Brent Street

MEETING DATE: City Council (Public Meeting) - 10/19/2020 (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 (184 Brent Street)

Authorization: R 120/2020 (Planning Services) - City Council (Public Meeting) – October 19th, 2020

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, specifically to add a four-unit apartment dwelling as a permitted use on an interior lot in the “R2” – Residential Zone Two.

The effect of this amendment would be to allow the construction of a four unit two-storey Apartment Dwelling at 184 Brent Street.

Schedules and Attachments:

EXHIBIT ONE TO BL 113/2020

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 113/2020

A By-law to amend By-law 100-2010 (The Zoning By-law) of
The Corporation of the City of Thunder Bay (184 Brent Street)

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 September 29th, 2020 and a public meeting was held on October 19th, 2020 which Report No. R 120/2020 (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:

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

Lots 141 & 143, Parcels 1957 & 2311 of Registered Plan M18 and shown as "Property Location" on Exhibit One to and forming part of this Amending By-law,

is subject to the following provisions:

The provisions of Sections 5.15.2 and 9.1 and Table 9.2.1 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) Permitted USES:

In addition to the USES permitted in Section 9.1.a) of this BY-LAW, an "APARTMENT DWELLING with a maximum of 4 DWELLING UNITS" is a permitted USE on the affected land.

b) REGULATIONS:

In the case of an APARTMENT DWELLING on the affected land, the following applies:

- i. The minimum REQUIRED LOT FRONTAGE is 20.0 metres;
- ii. The minimum REQUIRED LOT AREA is 643 square metres;
- iii. The minimum REQUIRED FRONT YARD is 4.2 metres;
- iv. The minimum REQUIRED INTERIOR SIDE YARD (south) is 2.6 metres; and
- v. The minimum width of a DRIVEWAY for two way traffic leading to a PARKING AREA is 4.5 metres.

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.

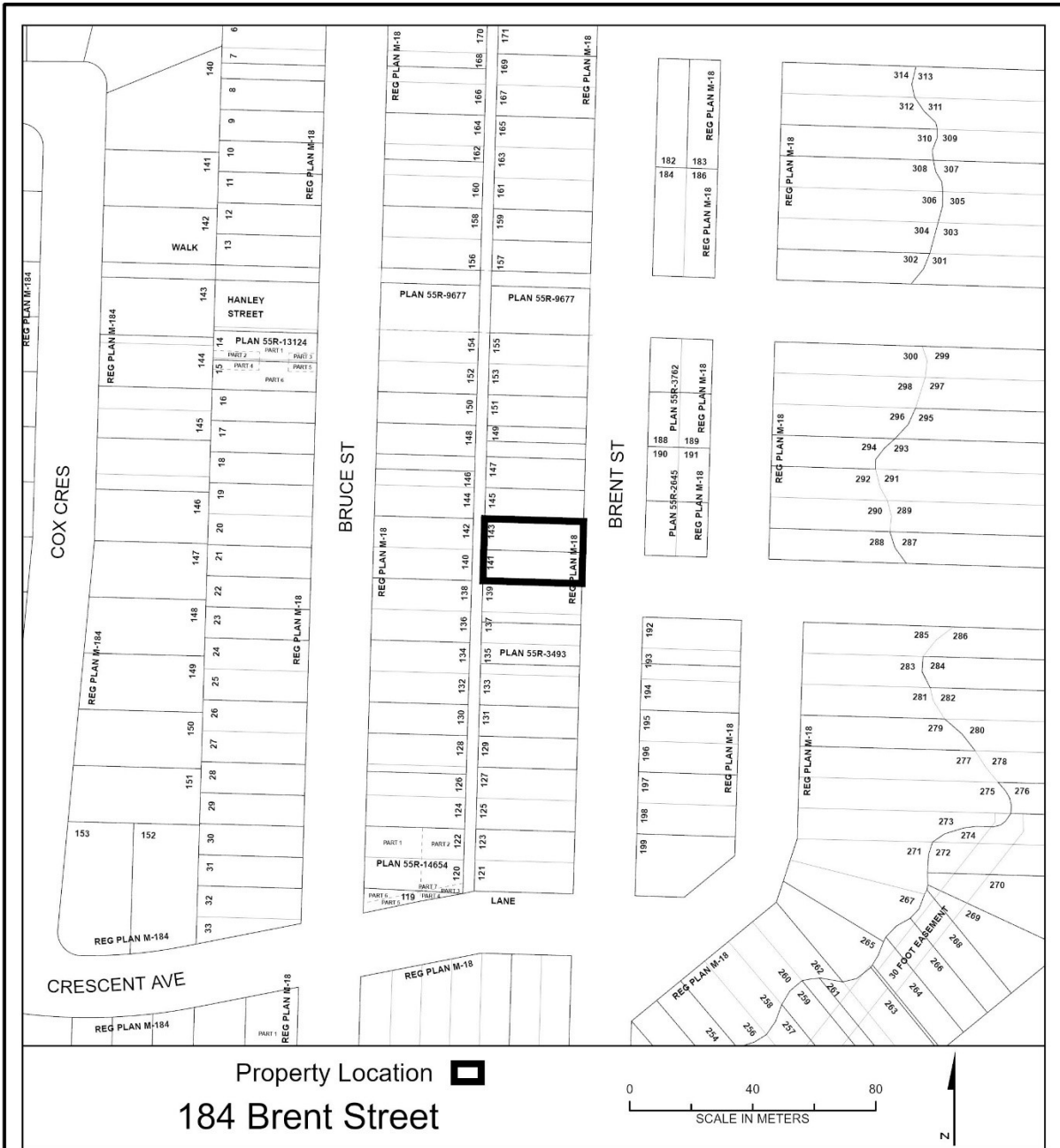
Enacted and passed this 19th day of October, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

Dana Earle

Deputy City Clerk



THIS IS EXHIBIT ONE TO BY-LAW NUMBER 183
 OF SCHEDULE "B" OF BY-LAW 100 - 2010
 AS AMENDED BY BY-LAW NUMBER BL 113/2020
 MAYOR _____
 CITY CLERK _____

Memorandum

Corporate By-law Number BL 114/2020

TO: Office of the City Clerk **FILE:** Z-05-2020

FROM: Jamie Kirychuk
Development & Emergency Services - Planning Services

DATE: 10/07/2020

SUBJECT: BL 114/2020 - Site Plan Designation - 543 Andrew Street

MEETING DATE: City Council (Public Meeting) – 10/19/2020 (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.

Authorization: Report R 119/2020 (Planning Services) - City Council (Public Meeting) – October 19th, 2020

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 Lots 45 & 46 of Registered Plan 195.

Schedules and Attachments:

EXHIBIT ONE - BY-LAW 114/2020

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 114/2020

A By-law to designate areas of Site Plan Control pursuant to
Section 41 of the Planning Act, R.S.O. 1990, as amended.

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 City Council, dated October 19th, 2020.

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 Lots 45 & 46 of Registered Plan 195 and shown as "Property Location" on Exhibit One to and forming part of this Amending By-law.

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 19th day of October, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

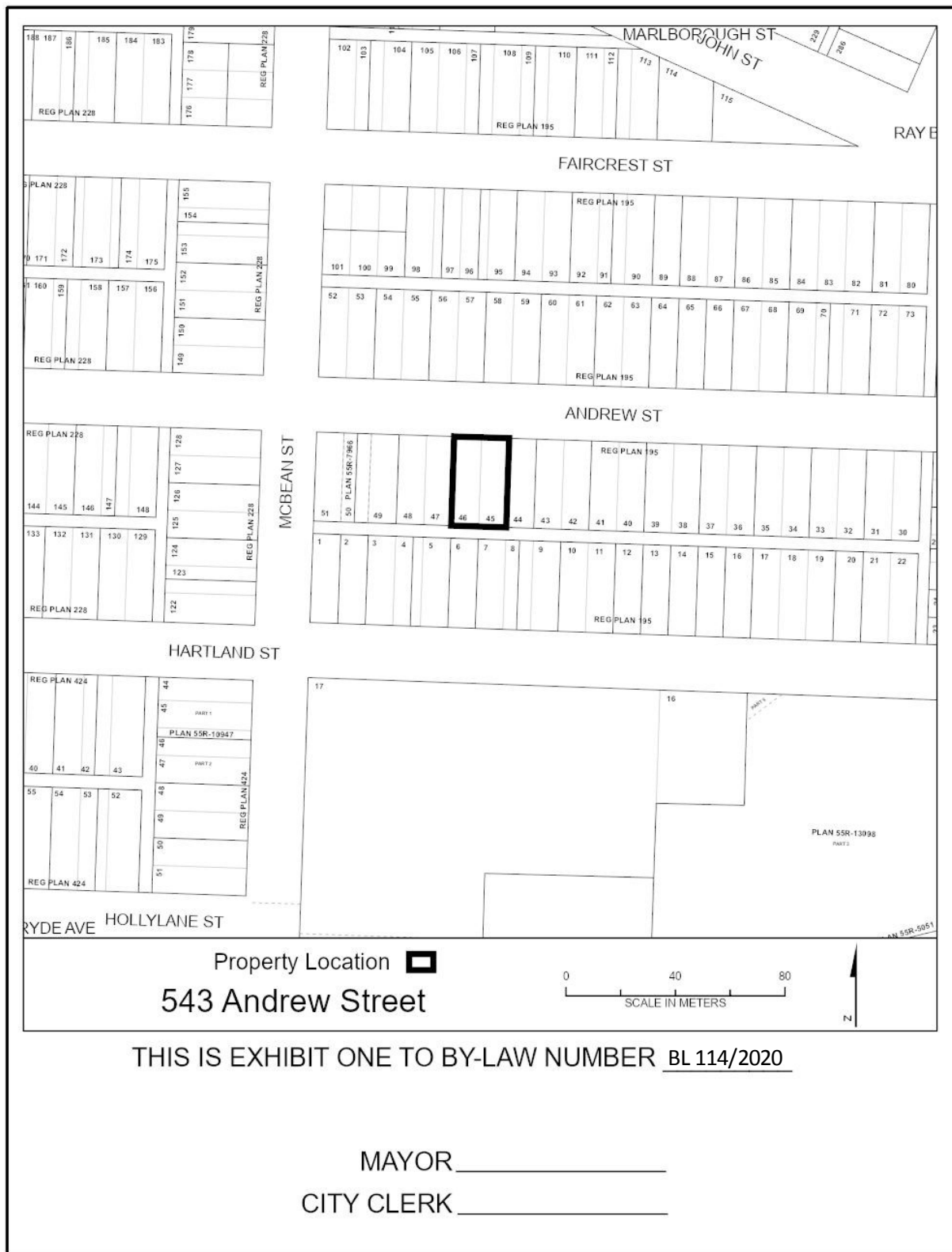
Bill Mauro

Mayor

Dana Earle

Deputy City Clerk

Exhibit One: Property Location





Memorandum

Corporate By-law Number BL 115/2020

TO: Office of the City Clerk **FILE:** Z-06-2020

FROM: Jamie Kirychuk
Development & Emergency Services - Planning Services

DATE: 10/07/2020

SUBJECT: BL 115/2020 - Site Plan Designation - 184 Brent Street

MEETING DATE: City Council (Public Meeting) - 10/19/2020 (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.

Authorization: Report R 120/2020 (Planning Services) - City Council (Public Meeting) – October 19th, 2020

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 Lots 141 & 143, Parcels 1957 & 2311 of Registered Plan M18.

Schedules and Attachments:

EXHIBIT ONE – BL 115/2020

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 115/2020

A By-law to designate areas of Site Plan Control pursuant to
Section 41 of the Planning Act, R.S.O. 1990, as amended.

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 City Council, dated October 19th, 2020.

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 Lots 141 & 143, Parcels 1957 & 2311 of Registered Plan M18 and shown as "Property Location" on Exhibit One to and forming part of this Amending By-law.

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 19th day of October, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

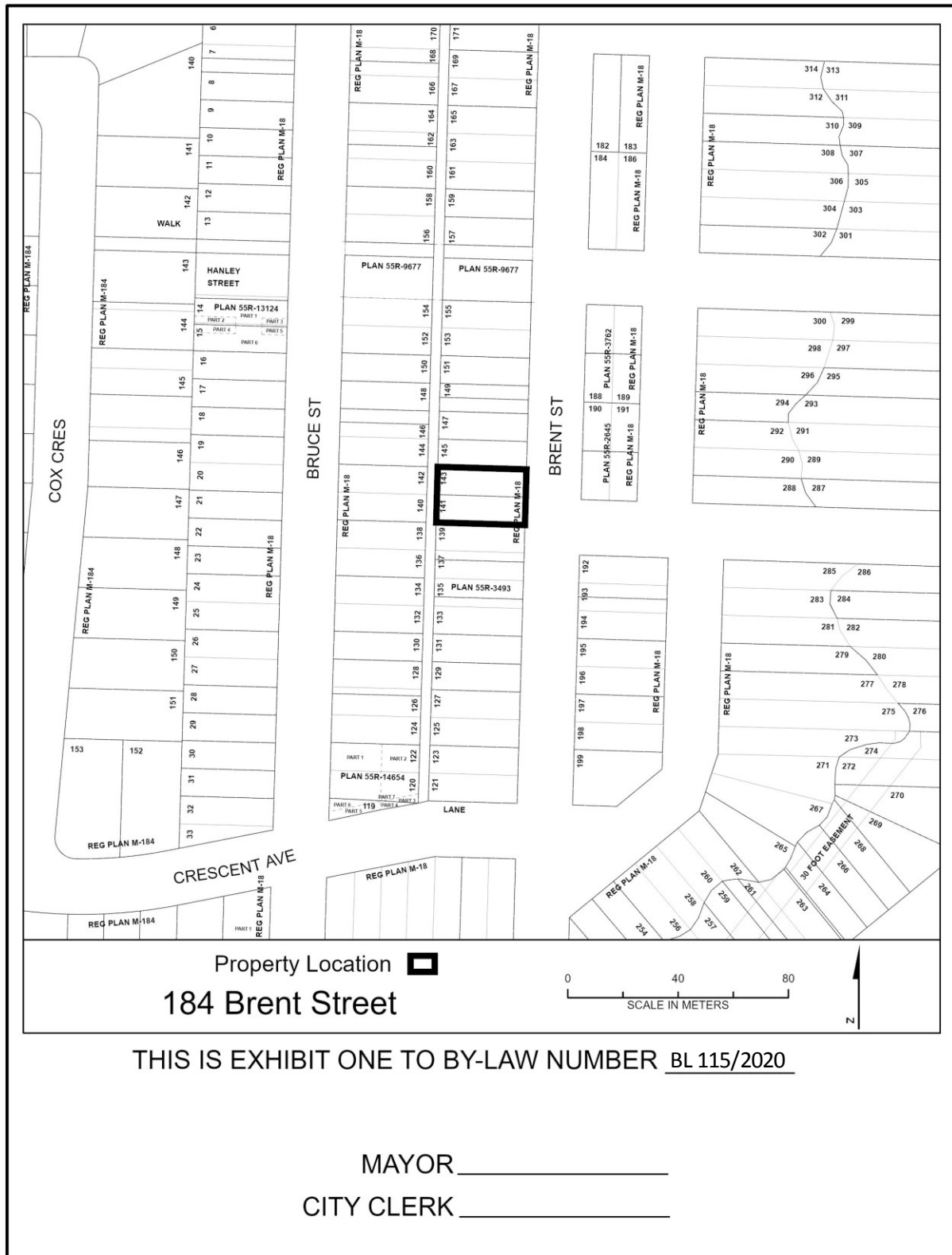
Bill Mauro

Mayor

Dana Earle

Deputy City Clerk

Exhibit One: Property Location



MEETING DATE 10/19/2020 (mm/dd/yyyy)

SUBJECT By-law Resolution

SUMMARY

By-law Resolution - October 19, 2020

RECOMMENDATION

THAT the following By-law(s) 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 (1510 Victoria Avenue)

By-law Number: BL 107/2020

2. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (543 Andrew Street)

By-law Number: BL 112/2020

3. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (184 Brent Street)

By-law Number: BL 113/2020

4. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended. (543 Andrew Street)

By-law Number: BL 114/2020

5. A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended. (184 Brent Street)

By-law Number: BL 115/2020