



MEETING: City Council (Public Meeting)

DATE: Monday, June 17, 2019

Reference No. CCP - 7/50

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 - June 17, 2019 - City Council (Public Meeting)

With respect to the June 17, 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)

REPORTS OF MUNICIPAL OFFICERS

Zoning By-law Amendment - 1530 Golf Links Road (MGN Thunder Bay Inc.)

The Applicant has requested a site-specific Zoning By-law amendment to rezone the subject property from the “C2” – Urban Centre Zone to the “NC3” – Neighbourhood Centre Zone and establish other related development parameters. The proposal is to construct three standalone apartment buildings and one commercial building.

The Applicant’s request is consistent with the Provincial Policy Statement and the Growth Plan for Northern Ontario and conforms to the Official Plan. For these reasons, Administration supports the approval of the proposed Zoning By-law amendment. Administration also recommends that the subject property be designated as an area of Site Plan Control.

THAT a Public Meeting having been held with respect to the application by MGN Thunder Bay Inc., relative to FIRSTLY: PT S W 1/4 SEC 40 MCINTYRE PT 2 55R13672; CITY OF THUNDER BAY and SECONDLY: PT SW 1/4 SEC 40 MCINTYRE PT 1 55R13672; THUNDER BAY EXCEPT FORFEITED MINING RIGHTS, IF ANY, municipally known as 1530 Golf Links Road, we recommend that the Zoning By-law be amended as follows:

1. That the property be rezoned to the “NC3” – Neighbourhood Centre Zone
2. That the following terms be defined as follows:
 1. A “shopping centre” is a place, other than a mixed use building, where 3 or more uses permitted in the applicable zone, are located together for their mutual benefit.
 2. A “drugstore” is retail outlet which among other things sells pharmaceutical supplies and associated sundry items.
3. That the permitted uses be expanded to include uses permitted in Section 18.1(d) of the Zoning By-law, as well as “drugstore”
4. That the minimum landscaped open space is 20% of lot area and a 3.0m wide strip along all lot lines, and a 6.0m wide strip along all lot lines abutting the street line
5. That the maximum height is 12 metres for a building located within 40 metres of the front lot line
6. That the maximum height is 15 metres for a building located beyond 40 metres of the front lot line
7. That, Section 18.2.2, which prevents more than one main use on a lot, does not apply
8. That in the case of an apartment dwelling the following applies:
 1. The maximum number of buildings is 3
 2. The maximum number of total dwelling units is 120
9. That a privacy screen with a height of 1.6 metres is required on the north interior lot line only

AND THAT the subject property, as shown on Attachment "B", be designated as an area of Site Plan Control.

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

ALL as contained in Report No. R 99/2019 (Planning Services) as submitted by the Development & Emergency Services Department.

BY-LAWS

BL 42/2019 - Zoning By-law Amendment - 1142/1146/1150/1154 John Street Road

A By-law to amend By-law Number 100-2010, as amended (The Zoning By-law), of The Corporation of the City of Thunder Bay (1142/1146/1150/1154 John Street Road).

BL 65/2019 - Site Plan Designation - 1530 Golf Links Road

A By-law to designate areas of Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended. (110 Redwood Avenue West)

BL 66/2019 - Zoning By-law Amendment - 1530 Golf Links Road

A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (1530 Golf Links Road)

By-law Resolution

By-law Resolution - June 17, 2019

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 Number 100-2010, as amended (The Zoning By-law), of The Corporation of the City of Thunder Bay (1142/1146/1150/1154 John Street Road).

By-law Number: BL 42/2019

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. (110 Redwood Avenue West)

By-law Number: BL 65/2019

3. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (1530 Golf Links Road)

By-law Number: BL 66/2019

ADJOURNMENT



MEETING DATE 06/17/2019 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - June 17, 2019 - City Council (Public Meeting)

RECOMMENDATION

With respect to the June 17, 2019 City Council (Public Meeting), we recommend that the agenda as printed, including any additional information and new business, be confirmed.

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 99/2019
DATE PREPARED	27/05/2019	FILE NO.	Z-03-2019
MEETING DATE	17/06/2019 (mm/dd/yyyy)		
SUBJECT	Zoning By-law Amendment - 1530 Golf Links Road (MGN Thunder Bay Inc.)		

RECOMMENDATION

THAT a Public Meeting having been held with respect to the application by MGN Thunder Bay Inc., relative to FIRSTLY: PT S W 1/4 SEC 40 MCINTYRE PT 2 55R13672; CITY OF THUNDER BAY and SECONDLY: PT SW 1/4 SEC 40 MCINTYRE PT 1 55R13672; THUNDER BAY EXCEPT FORFEITED MINING RIGHTS, IF ANY, municipally known as 1530 Golf Links Road, we recommend that the Zoning By-law be amended as follows:

1. That the property be rezoned to the "NC3" – Neighbourhood Centre Zone
2. That the following terms be defined as follows:
 - a. A "shopping centre" is a place, other than a mixed use building, where 3 or more uses permitted in the applicable zone, are located together for their mutual benefit.
 - b. A "drugstore" is retail outlet which among other things sells pharmaceutical supplies and associated sundry items.
3. That the permitted uses be expanded to include uses permitted in Section 18.1(d) of the Zoning By-law, as well as "drugstore"
4. That the minimum landscaped open space is 20% of lot area and a 3.0m wide strip along all lot lines, and a 6.0m wide strip along all lot lines abutting the street line
5. That the maximum height is 12 metres for a building located within 40 metres of the front lot line
6. That the maximum height is 15 metres for a building located beyond 40 metres of the front lot line
7. That, Section 18.2.2, which prevents more than one main use on a lot, does not apply
8. That in the case of an apartment dwelling the following applies:
 - a. The maximum number of buildings is 3
 - b. The maximum number of total dwelling units is 120
9. That a privacy screen with a height of 1.6 metres is required on the north interior lot line only

AND THAT the subject property, as shown on Attachment "B", be designated as an area of Site Plan Control.

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

ALL as contained in Report No. R 99/2019 (Planning Services) as submitted by the Development & Emergency Services Department.

EXECUTIVE SUMMARY

The Applicant has requested a site-specific Zoning By-law amendment to rezone the subject property from the “C2” – Urban Centre Zone to the “NC3” – Neighbourhood Centre Zone and establish other related development parameters. The proposal is to construct three standalone apartment buildings and one commercial building.

The Applicant’s request is consistent with the Provincial Policy Statement and the Growth Plan for Northern Ontario and conforms to the Official Plan. For these reasons, Administration supports the approval of the proposed Zoning By-law amendment. Administration also recommends that the subject property be designated as an area of Site Plan Control.

DISCUSSION

Description of Proposal

The Applicant has applied to permit a standalone apartment building on the subject property. Currently, “mixed use buildings”, defined as a building containing one or more non-residential uses and one or more dwelling units, are permitted on the subject property. However, the Applicant is proposing three standalone apartment buildings and one standalone commercial building. Therefore, the proposed uses are currently permitted, but their building format is not.

The Applicant’s proposal includes three apartment buildings with approximately 40 dwelling units in each building. The Applicant is proposing a total of 120 dwelling units. The commercial building is proposed as a three unit shopping centre with a footprint of approximately 750 square metres.

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

Description of Subject Property and Surrounding Area

The subject property has been vacant for several decades. It is currently zoned “C2” – Urban Centre Zone and is designated as Neighbourhood Commercial in Official Plan.

There is a cul-de-sac with single-detached dwellings immediately northeast of the property and other low density residential uses located east and southeast across Golf Links Road. The Thunder Bay Expressway runs northeast along the western side of the property.

Neighbourhood Comments

A Notice of Application was mailed to surrounding property owners on March 8, 2019 outlining the nature of the proposed Zoning By-law amendment. Planning Services received 14 letters of objection and 14 letters expressing concern or seeking further information. Many phone calls were also received from area residents. Some objected to the proposal while a few did not. Most individuals requested clarification about the nature of the proposal. All individuals were encouraged to provide their comments in writing.

The main concerns or reasons for objection that were expressed in these letters included:

- Decreased property values resulting from the proposed development
- Increased traffic resulting in delays at the intersection
- Target demographic for multi-unit housing (i.e. condominium owners, low income, student housing, etc.)
- Potential for increased crime and vandalism
- Proposed height of the buildings being too high
- Loss of privacy in backyards
- Crowding of River Terrace Park

In response to the number of comments received, Planning Services recommended that the Applicant hold an Open House for residents seeking more information or wishing to voice their concerns directly to the developer. An Open House was held on April 25, 2019 between the hours of 3:00 and 7:00 pm at the Oliver Road Community Centre. 47 individuals signed in to the meeting including the Applicant, the current owner of the property, and their consultant.

The main concerns or reasons for objection that were expressed during the Open House included all those raised in the letters as well as:

- The lack of clarity and certainty regarding the proposal
- The unattractiveness of the proposed buildings and site design
- The number of property owners notified via letter was too low

Planning Services received one letter after the Open House from two residents wishing to withdraw their original objection.

Planning's Response to Neighbourhood Comments

- *Property values, traffic, multi-unit housing type, and crime*

In 2012, the Ontario Human Rights Commission released a publication, "In the zone: Housing, human rights and municipal planning" which highlighted many common reasons why residents object to housing forms that are commonly affordable such as mid-rise apartments. Several of the common objection reasons were addressed in the publication and essentially disproved. These include:

- Property values will go down
- Crime will increase
- Traffic will increase
- Affordable housing won't fit the character of the neighbourhood

While property values are not considered a planning matter due to their unpredictable nature and focus on individual interest, Planning Services does consider aspects of the built environment which impact property values such as landscaping and urban design. Furthermore, the Ontario Human Rights Commission states that there have been many studies completed on affordable housing that conclude that there is no impact on property values.¹ One study done in Toronto actually found that property values increased and crime decreased during the period of the study.² There is no evidence to suggest that crime increases as a result of multi-unit housing.

Second, traffic may increase, however, any new development must meet the municipality's planning and engineering standards. The Engineering & Operations Division does not have any traffic concerns with the proposed development and indicated that the Golf Links Road arterial was operating below the design standard's capacity. Furthermore the Ontario Human Rights Commission states that "multiple-family dwellings near quality transit services are likely to attract residents with lower levels of car ownership, as are dwellings geared to older people, people with disabilities, and families with lower incomes."³

Finally, the Ontario Human Rights Commission notes that any multi-unit development must meet the same development and design standards as any other form of housing. Through the Site Plan Control process, this proposal will undergo a review using the City's Urban Design Guidelines and Engineering Standards and Specifications. Therefore, it will be held to the same design standard as any other mixed use development fronting on a major arterial street. The proposed mid-rise apartment buildings are well-located on a high-order road and will contribute to the residential character of the adjacent neighbourhood.

The Ontario Human Rights Commission publication also addresses the discussion on housing type (i.e. condos, low income, student housing, etc.). This topic is a human rights issue because it attempts to classify the users of the building instead of the land-use. Zoning does not control the user; it only controls land-use. In this case, the proposed land use is residential which is consistent with the surrounding neighbourhood. Commercial uses are also proposed at this location, however at a smaller scale than what is currently permitted.

- *Proposed height of the buildings*

In response to neighbourhood concerns, the Applicant has agreed to decrease the maximum height of the buildings within the first 40 metres of the front lot line to 12 metres (3-4 storeys). Any buildings located beyond the first 40 metres may be a maximum of 15 metres (4-5 storeys).

¹ Ontario HomeComing Coalition, Yes, In My Backyard – A Guide for Ontario Supportive Housing Providers, 2005, p. 27

² de Wolff, Alice. We are Neighbours: The Impact of Supportive Housing on Community, Social, Economic, and Attitude Changes, 2008, Wellesley Institute, p. iv.

³ Ontario Human Rights Commission. In the zone: Housing, human rights and municipal planning, 2012, p. 9

The current “C2” zoning already permits a maximum height of 15 metres (4-5 storeys) and the “R1” zoning in River Terrace permits a maximum of 10 metres (2-3 storeys).

- *Privacy in backyards*

Regarding the privacy of amenity space, Planning Services offers the following comments:

- Privacy between residential uses is not implemented by the Zoning By-law in any zone
- The amending by-law will require a 1.6 metre privacy screen along the north interior lot line where the amenity spaces of properties on Linden Court abut the subject property
- The front lot line of the subject property is separated from the amenity spaces in River Terrace by the 30 metre wide Golf Links Road right-of-way
- The Applicant has reduced the maximum height of their buildings to 12 metres within the front 40 metres

The intent of the privacy screen is to buffer commercial uses from residential zones, not to buffer apartment dwellings from single detached dwellings. This is to screen the visual impact associated with commercial uses.

- *Crowding of River Terrace Park*

The Parks & Open Spaces Section provided comments and offered no opposition to the proposed development. Parks & Open Spaces indicated that River Terrace Park is 2.92 ha in size and is considered a Neighbourhood Park. The Parks Master Plan states that Neighbourhood Parks are to be 1.25-3ha in size, be within 400m of most users and service up to 3,000 people. River Terrace Park would be at the larger size range of this class of park and is closer than 400m to the proposed development with signal lights across Golf Links Road for pedestrian crossing. It is larger than many Neighbourhood Parks that service similar sized areas in the City.

Parks and Open Spaces are not aware of any complaints from the public that the current usage of the park is excessive or overcrowded, and are not concerned that an influx of users from the proposed apartments would negatively affect the park. Increased number of park users at a variety of times can actually be a benefit from a safety perspective.

There are approximately 760 lots within the entire River Terrace subdivision. They are all within or close to 400 metres of River Terrace Park. With the proposed 120 units, the subject park would serve approximately 880 dwelling units. The average household size in Thunder Bay according to the 2016 Census is 2.2. However using a more generous rate of 3 people per dwelling unit, Planning Services estimates that the park would serve approximately 2,640 people and would be well within the threshold indicated by Parks and Open Spaces for a park this size.

Planning Services also notes that shared amenity space on the subject property will be encouraged through Site Plan Control. This amenity space could serve the residents of the proposed apartments in addition to the nearby park.

- *The lack of clarity and certainty regarding the proposal*

Many property owners at the Open House were concerned with the lack of certainty around the proposal. Many stated they would feel reassured if they knew the Applicant would be legally held to their proposal.

After receiving this feedback, Planning Services recommended to the Applicant that they propose development parameters such as maximum height, maximum number of apartment buildings, and maximum number of dwelling units to provide more certainty around their proposal.

The Applicant agreed to several site specific development parameters including reducing the maximum height within the first 40 metres of the front lot line to 12 metres, setting the maximum number of apartment buildings to three, and setting the maximum number of total dwelling units to 120.

- *The attractiveness of the proposed buildings and site design*

Through the Site Plan Control process the Applicant will be expected to meet the City's Urban Design guidelines and develop a site plan and building design that includes an attractive façade and the provision of landscaping. This will improve the streetscape and appearance of the currently vacant site. Planning Services also recommends that the 3.0 metre landscape strip required along all lot lines be increased along the street line to 6.0 metres. This would require a 6.0 metre landscape strip along Golf Links Road which would improve the visual impact of the site.

- *Number of property owners notified via letter*

Many individuals at the Open House were concerned with the number of property owners that received a notice letter about the application. Several indicated they felt that the proposal would affect the entire River Terrace subdivision and that all property owners in this area should have been notified directly.

The Official Plan contains policies regarding the method of notice given for Zoning By-law Amendment applications. Within the Urban Settlement Area, every owner of land within 120 metres of the area to which the proposal applies is mailed a notice letter. For the subject application, notice letters were mailed to 64 tax assessment roll numbers, a sign was posted on the subject lands, and a notice was posted to the City website. This is consistent with all other applications processed by Planning Services.

After many property owners voiced their concern, Planning Services recommended that the Applicant expand the mail-out to include the entire River Terrace subdivision. The Applicant agreed to expand the mail out to include another 20 tax assessment roll numbers adjacent to the original mail-out. The circulation map is attached as Attachment "C". All the shaded properties were circulated in the revised mail out, the 120 metre buffer around the subject land indicates the original mail out.

Planning Services also emailed the Notice of Public Meeting to all individuals who provided comments via email. Some of these individuals reside outside of both the original and amended mail out. There were only 4 letters mailed in, all of which came from addresses within the amended mail out.

Applicant's Response to Neighbourhood Comments

The Applicant indicated that their proposal is a significantly reduced development compared to what is permitted on the subject property today. The permitted level of commercial square footage is reduced from approximately 60,000 sq. ft. to 10,000 sq. ft. They estimate they could develop approximately 275 dwelling units using the mixed use building regulations that are in place today. They are instead proposing a maximum 120 dwelling units.

They stated that even when different land uses are immediately adjacent and abutting each other, there is little objective evidence showing loss of property value. Also, they consider the four lane Golf Links Road to be the size and type of buffer desirable to separate between different uses.

The Applicant stated that they gained insight from the neighbourhood comments received and made several design changes to their proposal such as moving the buildings closer to the street, reducing the building height, and increasing landscaping.

The Applicant closed their response by asserting that they have been a local builder of quality homes for decades, that this would be a long-term investment for them, and that they are seeking to offer desired amenities and high quality units to attract and retain stable long-term tenants.

Agency Comments

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

- Fire Prevention and Investigation
- Parks & Open Spaces Section
- Ministry of Transportation
- Lakehead Region Conservation Authority
- Thunder Bay District Health Unit
- Realty Services Division
- Building Services Division
- Engineering & Operations Division

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 high in this area, meaning that access to nutritious

food does require vehicular access. However, there is a low-prevalence of low-income in this area and there is good access to public transit, so the opinion from a nutrition perspective is neutral.

The Ministry of Transportation (MTO) offered additional comments as the proposed development is located within their jurisdiction. As such, the Applicant will require a permit from MTO prior to receiving a building permit from the City. As part of their permit application, MTO is requiring the Applicant provide at a minimum:

- A Traffic Impact Study, that analyses the proposed development's impact to present and future highway configurations
- A stormwater drainage plan of the fully developed property

The Engineering & Operations Division offered comments relating to Site Plan Control (SPC) and potential traffic impacts. Engineering recommends that the area be designated for SPC and advises that the following items would be required as part of a SPC agreement:

- a Lot Grading and Drainage Plan and Stormwater Management Plan, including the provision of on-site stormwater quantity and quality controls and/or the implementation of stormwater Best Management Practices
- a Site Servicing Plan detailing how municipal services and utilities will be provided for the development, and evaluating any off-site impacts and/or improvements
- an Erosion and Sediment Control Plan
- a Traffic Impact Study
- the establishment of pedestrian connections from Golf Links Road into the development

The cost for any work on City-owned land will be covered by the Applicant through the necessary Site Plan Control agreement.

Engineering offered further comments relating to the required Traffic Impact Study. The development of the subject lands as a commercial development was accounted for in the recent design and construction of the Golf Links Road corridor. In consultation with the owner of the subject lands, a traffic signal controlled intersection was accounted for at this location and infrastructure was put in place for it. As a result, the Engineering & Operations Division does not have any traffic concerns with the proposed development.

While the base infrastructure is in place for the traffic signals, there are outstanding works that the developer will be responsible for including the installation of traffic light arms and signal heads on the east side of Golf Links Road (to be mounted on the existing poles) and signal detection hardware (either detection loops or a camera). It is expected that the City will complete these works and the developer will reimburse the City for all costs.

The City's Traffic Impact Study requirements will be a reduced scope from the City's typical Study requirements as the subject lands being developed as a large commercial development was already accounted for in the design of the Golf Links Road corridor. The Study requirements

will be limited to confirming the traffic generated from the proposed development, updating traffic signal warrants, and for coordinating and updating traffic signal timing.

Planning Services Division Comments

- *Provincial Policy Statement, 2014*

The proposal is consistent with the Provincial Policy Statement (PPS), 2014, specifically the policies of Section 1.0 “Building Strong Healthy Communities” and does not conflict with any other policies of the PPS. The “Building Strong Healthy Communities” section focusses on efficient and cost-effective development, providing a range and mix of housing types, supporting active transportation and transit use, protecting economic prosperity, and intensifying built-up areas. The proposal is strongly supported by these policies.

Section 1.1.1 states that healthy, liveable and safe communities are sustained by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term
- accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- promoting cost-effective development patterns and standards to minimize land consumption and servicing costs

This development is efficient as it makes use of underutilized vacant land where services and infrastructure already exist. The proposal adds to the range and mix of housing forms in this area which is currently dominated by a single-detached housing form. Mid-rise apartments represent a compact form that are often associated with affordable housing and can be suitable for single people and couples, families with lower incomes, or seniors looking to downsize. Furthermore, the proposed amendment would facilitate the development of commercial uses at a neighbourhood scale. Finally, this form of development is cost-effective as it makes more efficient use of land and City services. For example, a lot of this size can accommodate 120 units in the proposed form, as well as a small commercial building, but could only accommodate 15-20 units in the form of single-detached dwellings. Therefore, this form of development makes more efficient use of City services and infrastructure and is cost-effective over the long-term.

Section 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The proposed development is well located within the boundaries of the Urban Settlement Area as defined by the Official Plan.

Section 1.1.3.2 lists what land use patterns within settlement areas shall be based on. Land use patterns shall be based on densities and a mix of land uses which:

- efficiently use land and resources

- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion
- minimize negative impacts to air quality and climate change, and promote energy efficiency
- support active transportation
- are transit-supportive, where transit is planned, exists or may be developed

It has been established that the proposed development efficiently uses land and resources and is appropriately located where it can efficiently use existing infrastructure and public service facilities. The proposed development contributes to minimizing impacts to air quality and climate change, and promotes energy efficiency because it makes efficient use of existing services and infrastructure and is located along an active transportation corridor and a major transit route. This provides opportunities for residents of the proposed apartments or patrons and employees of the proposed commercial development to use active or public transportation.

The proposal is also consistent with Section 1.1.3.6 because it is a new development taking place in a designated growth area and is occurring adjacent to an existing built-up area. It will have a compact form, and add to the mix of uses and densities in the existing area. This will allow for the efficient use of land, infrastructure and public service facilities.

Section 1.3 of the PPS focusses on employment lands. Planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. The proposed development combines residential and neighbourhood commercial uses on one property. These commercial uses are intended to serve the residents of the proposed apartment and the greater neighbourhood to encourage a more livable and resilient community. The proposed development also increases opportunities to live near two of the City's largest employers: Thunder Bay Regional Health Sciences Centre and Lakehead University.

Section 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed

Both of these criteria strongly support the proposal. This proposal fills a housing gap in the existing neighbourhood and adds to the mix and range of housing as it provides a new housing density and form. It does so in an area where infrastructure and services appropriate for the development are already in place. The proposed development would support the use of active transportation and transit.

Finally Section 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas
- improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion

As stated previously, the proposed apartment dwellings will be located in close proximity of two of the City's largest employers: Thunder Bay Regional Health Sciences Centre and Lakehead University. These are also major institutional uses where people frequent for education, work, or health care. Locating a new housing form and increased density in the vicinity of these establishments encourages the use of active transportation and transit in and between these areas. This will also improve the mix of employment and housing to shorten commute journeys and decrease transportation congestion.

- *Growth Plan for Northern Ontario, 2011*

The proposal is consistent with the Growth Plan for Northern Ontario, as it supports and promotes healthy living by contributing to a diverse mix of land uses and makes efficient use of existing infrastructure. It does not conflict with any policy in the plan.

- *Official Plan*

The proposal is consistent with many general goals of the Official Plan to:

- Promote a pattern of land use, and the provision of services and facilities that will enhance the health, safety, and well-being of all present and future residents of the City
- Direct development so that it occurs in an efficient and cost-effective manner
- Support a balance among the various land uses by allocating sufficient, well located, and suitable lands to meet the needs of the community
- Create a physical environment that encourages social interaction, promotes social capital, enhances culture, and sustains the well-being of all residents
- Maximize the opportunities for choice in employment, housing, recreation, and overall lifestyle for all City residents while emphasizing the need for compact, mixed-land use patterns, and providing people with the opportunity to live close to where they work, learn, shop, and play
- Promote the growth of emerging economic sectors, new businesses and employment opportunities at appropriate locations, and encourage the strengthening of existing business functions

The proposal is consistent with the Public Infrastructure general objective to promote a land use and development pattern that maximizes the use and efficiency of public infrastructure. One important aspect of public infrastructure that is supported by this proposal is transit services. The

Official Plan states that the City will promote the use of public transit by encouraging higher density development in the vicinity of established urban transit routes. The proposed development is located directly in front of and across the street from two transit stops on the #9 Junot Bus Route. This route goes directly to the Thunder Bay Regional Health Sciences Centre, Lakehead University, Intercity Shopping Centre, and the Waterfront Terminal.

The proposed development strongly supports many of the Residential objectives of the Official Plan as it relates to multiple-unit development, affordable housing and providing a range and variety of dwelling unit types.

The proposed mixed use development will provide for the creation of a safe, livable, attractive and healthy neighbourhood by adding neighbourhood commercial uses to the area, increasing the density of housing, and diversifying the types of housing available in this neighbourhood. This will also add to the range and variety of dwelling unit types and expand the existing area's ability to accommodate a mix of income groups, and the differing needs of individuals and families. The proposal will provide a rental housing form and medium density that is more affordable for lower to moderate income households.

This proposal also suitably directs the expansion of residential development into an existing residential area. The Official Plan states that the development of multiple units and denser housing forms will be encouraged in all newly developing areas, and in areas where major employment, commercial, and institutional activities exist, where a full range of community services and facilities are already available, where public transit routes exist or are planned, and/or where parks or recreational facilities are nearby. Preferred sites appropriate for multiple unit development shall have frontage on, and access to, an arterial or collector road, preferably at or near the corner of two streets. The proposal meets all of these criteria and is located on a preferred site, on a major arterial at the intersection of two streets.

The Official Plan recognizes that affordable units may include all forms of housing. However, it is acknowledged that the types of residential units considered most likely to be affordable to households with lower-to-moderate incomes will be smaller unit, or multiple unit residential buildings. This proposal is located in an area dominated by larger single-detached dwellings and therefore is in need of more affordable housing options.

The Official Plan encourages that affordable housing be located near shopping, community facilities, and existing or potential public transit and active transportation routes. The subject property is well-located to benefit from an existing transit route and a multi-use trail that extends from John Street to Chapples Park and connects to a larger trail network. The property is a 15 minute walk or 7 minute bus ride to Thunder Bay Regional Health Sciences Centre and a 30 minute walk or 10 minute bus ride to Lakehead University. The property is a 15 minute bus ride to the Waterfront Terminal and a 20 minute bus ride to Intercity Shopping Centre. It is noted that the nearest full service grocery store is not within walking distance (50 minute walk), however it is a 12 minute bus ride to a full-service grocery store on River Street. The property is a 3 minute walk from River Terrace Park.

Planning Services has also evaluated the proposal using the evaluation criteria for development proposals prescribed by the Official Plan and find it to be satisfactory.

The subject property is designated as Neighbourhood Commercial in the Official Plan. Neighbourhood Commercial areas provide for a range of commercial uses on small sites, and are intended to serve the convenience-based needs of the immediate neighbourhood. The subject property is a large site and so it is logical to also develop residential uses here to utilize the entire site. The Official Plan recognizes that residential development may be permitted within the Neighbourhood Commercial designation. It states that where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level. Planning Services is satisfied that through the implementation of urban design best practices, pedestrian and commercial activity at the street level can still be encouraged with the uses in separate buildings. Due to the large scale of the site, the site is better able to accommodate more residential units in standalone buildings and keep the commercial uses to a scale suitable to the Neighbourhood Commercial designation. This also allows the commercial uses to be concentrated in one convenient location rather than spread throughout the various apartment buildings.

- *Zoning By-law*

The subject property is currently zoned “C2” – Urban Centre Zone. This zone permits commercial uses at a large scale and permits a wide expanse of uses that are not consistent with the “convenience-based needs” focus of the Neighbourhood Commercial designation. For example, the following uses are currently permitted which are not consistent with the Neighbourhood Commercial designation:

- Funeral establishment
- Hotel and motel
- Motor vehicle sales or rental establishment
- Motor vehicle service station
- Night club
- Office
- Retail Store

The uses are not convenience-based and generally serve a larger area rather than a neighbourhood. This has potential to disrupt the retail hierarchy. The maximum permitted size of a shopping centre at this property is currently 5,000 square metres once the maximum Floor Space Index (FSI) is applied.

A mixed use building is currently permitted on the subject property. A mixed use building is a building containing one or more non-residential uses and one or more dwelling units. Therefore, the proposed uses are already permitted in this zone, just not in their proposed format. The Applicant is currently proposing three 40 unit apartment buildings and a shopping centre with 3 commercial units. Today, the Applicant could build three apartment buildings with at least one commercial unit in each building that would qualify as a mixed use building. The Applicant

would only be required to go through the building permit process and would not require any planning approvals including Site Plan Control.

However, the Applicant would prefer to construct three standalone apartments and group the proposed commercial units in one location on the property. The Applicant originally applied to add “apartment dwellings” to the list of permitted uses in the “C2” Zone at this location. Instead, Planning Services recommended that the Applicant apply to rezone the property to the “NC3” – Neighbourhood Centre Three. This would bring the property more into conformity with the Official Plan and still permit the Applicant’s desired form of development.

As such, the Applicant is proposing to rezone the property to the “NC3” Zone. This zone is considered to be consistent with the Neighbourhood Commercial designation and permits a variety of convenience-based commercial uses as well as multiple-unit residential. This zone also limits the size of shopping centres to 930 square metres.

The Applicant has also requested that the list of permitted uses be expanded to include those listed in Section 18.1 (d). These uses are permitted in the “NC3” Zone on corner lots where one of the streets is an arterial or higher. The subject property is not a corner lot however it is located on a major arterial at a three-way signalized intersection. As such, Planning Services is satisfied that it meets the intent of Section 18.1 (d). The Applicant has also requested that a “drugstore” be added as a permitted use. This use was specifically defined in the former Zoning by-law, but is not a defined use in the current Zoning By-law. Drugstores are considered retail stores. Retail stores are generally not permitted within the Neighbourhood Commercial designation and are not considered suitable for the subject lands. However, using the former Zoning By-law’s definition, a “drugstore” is considered to be a convenience-based use which could benefit the surrounding neighbourhood. As such, Planning Services considers it appropriate to permit these uses.

There are several additional amendments being proposed to ensure that the site can develop in a logical and orderly manner.

First, the proposed definition of a shopping centre includes 3 or more uses instead of 4 or more uses. Thus the proposed three unit commercial building will be considered a shopping centre. This will allow the building to use a single parking rate.

Next, a 6.0m wide landscape strip along the front lot line will be required. This is an increase to the usual 3.0 metres because of the wide right-of-way on Golf Links Road. The large landscape strip will improve onsite stormwater management on a large paved site, improve the site’s attractiveness, and provide additional amenity space for the residents of the proposed apartments.

Next, the maximum height will be reduced in the front 40 metres from the front lot line to 12 metres and the remainder of the property would continue to have maximum height of 15 metres.

Next, Section 18.2.2 of the “NC3” Zone regulations only permits one use on a lot with an apartment dwelling. However due to the large size of the property, it is appropriate to permit more uses. It is recommended that Section 18.2.2 not apply to this property.

Next, the maximum number of apartment buildings is limited to three and the maximum number of dwelling units is set to a total of 120.

Finally the “NC3” Zone requires that a privacy screen be used along all lot lines abutting a residential zone. This is to buffer commercial uses from residential ones. Commercial uses are only being proposed near the northeast lot line which abuts properties zoned “R1” – Residential Zone One. However, the northwest and southern lot lines abut properties zoned the R5” – Residential Future Zone. It is logical to exempt these lot lines as residential uses are being proposed along them. Therefore, a privacy screen will only be required along the north interior lot line.

- *Urban Design Guidelines*

The Applicant has begun discussions with Administration regarding Site Plan Control and has received some urban design and stormwater management recommendations. Administration has made several recommendations including:

- Create a more defined main entrance
- Outline a more logical parking layout and locate it towards the rear of the property
- Increase trees and shrubs along the street line
- Move the buildings towards to the front of the property
- Create more centralized amenity spaces near the proposed apartment buildings
- Use Low Impact Development (LID) to manage stormwater onsite
- Create pedestrian connections from proposed buildings to the existing sidewalk and trail network

These recommendations employ many strategies of the Urban Design Guidelines (UDG) including:

- Performance Standard #32: Surface Parking
- Performance Standard #42: Private Trees
- Performance Standard #44: Apartment Buildings
- Performance Standard #49: Small-format Retail

It is expected that a subsequent Site Plan Control application (SPC) will include a revised site plan that implements these recommendations. Planning Services will also expect an elevation to show the facades of the proposed buildings.

Site Plan Control

It is an objective of the 2018 Official Plan to achieve urban design objectives through the process of SPC for employment lands that are adjacent to higher order roads and for all mid-rise and high-rise residential development. This is also consistent with the City’s practice of applying SPC to developments with four dwelling units or more.

The Parks & Open Spaces Section and the Engineering & Operations Division support the Planning Services Division's recommendation to designate the subject property as an area of SPC. The SPC process allows Administration to consider site-specific needs and ensure that urban design and stormwater management best practices are implemented, details which the Zoning By-law does not regulate.

In this case, SPC will ensure that the aspects of the site plan which implement the UDG are built as contemplated in the proposal and will allow the City to review opportunities for stormwater management and other design elements. Furthermore, the SPC process will facilitate the review of the proposed development ensuring its compliance with Engineering and Operations Division's and the Parks & Open Space section's standards and specifications.

Administration recommends that the property be designated as an area of Site Plan Control regardless of Council's decision regarding the proposed Zoning By-law Amendment. Should the application be denied or should the Applicant withdraw their application, the site should still be designated as an area of SPC because current zoning permits significant development as of right on a major arterial road.

BACKGROUND

The subject property has been designated as commercial since the City's adoption of the Northwest Community Plan in 1993. The Northwest Community Plan designated this site as "Community Commercial" and a Zoning By-law amendment followed in 1995 which rezoned the property from "RF1" – Residential Future Zone 1 to "GC2" – General Commercial Zone 2. The Community Commercial designation was carried forward in the 2002 Official Plan and when the current Zoning By-law was passed in 2010, the site was zoned "C2" – Urban Centre Zone. During the recent review of the Official Plan, this property was re-designated as "Neighbourhood Commercial". However, the current "C2" Zone will continue to apply until a comprehensive review of the Zoning By-law is undertaken over the next two years or the proposed amendment is approved.

FINANCIAL IMPLICATION

Multiple-unit development is considered to be a cost-effective form of development as it makes efficient use of existing services and infrastructure.

MPAC determines the property class and assessment of properties. It is anticipated that there will be an increase in assessment value as significant construction is proposed on vacant land. If the property is assessed as commercial, 2018 municipal taxes on \$100,000 of commercial assessment is \$3,107.81 and total taxes including education is \$4,198.81. If the property is assessed as Residential, every \$100,000 increase in the assessed value of a property would provide the City with an approximate additional tax levy of \$1,467.00.

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, is consistent with the Provincial Policy Statement and Growth Plan for Northern Ontario, conforms to the Official Plan, and represents good planning. 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

Attachment C – Notice Circulation Map

PREPARED BY: Jillian Fazio, Planner II

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Mark J. Smith, GM – Development & Emergency Services	June 7, 2019

[illegible]

TITLE: Property Location			Date: June 2019
PREPARED BY JF	SCALE As Noted	FILE NO. Z-03-2019	

PROPERTY LINE -8.5M

PROPERTY LINE -39.10M

PROPERTY LINE -21.00M

PROPERTY LINE -26.46M

PROPERTY LINE -66.67M

PROPERTY LINE -52.16M

PROPERTY LINE -19.18M

PROPERTY LINE -36.93M

PROPERTY LINE -97.69M

PROPERTY LINE -32.8M

PROPERTY LINE -122.65M

PROPERTY LINE -58.11M

PROPERTY LINE -54.1M

LINE OF SETBACK

LINE OF SETBACK

LINE OF SETBACK

LINE OF SETBACK

PROPOSED BUILDING

PROPOSED BUILDING

PROPOSED BUILDING

PROPOSED BUILDING

LOADING SPACE

ROOF OVERHEAD

R=888.43M

LEGEND

PROPOSED BUILDINGS

LANDSCAPED AREAS

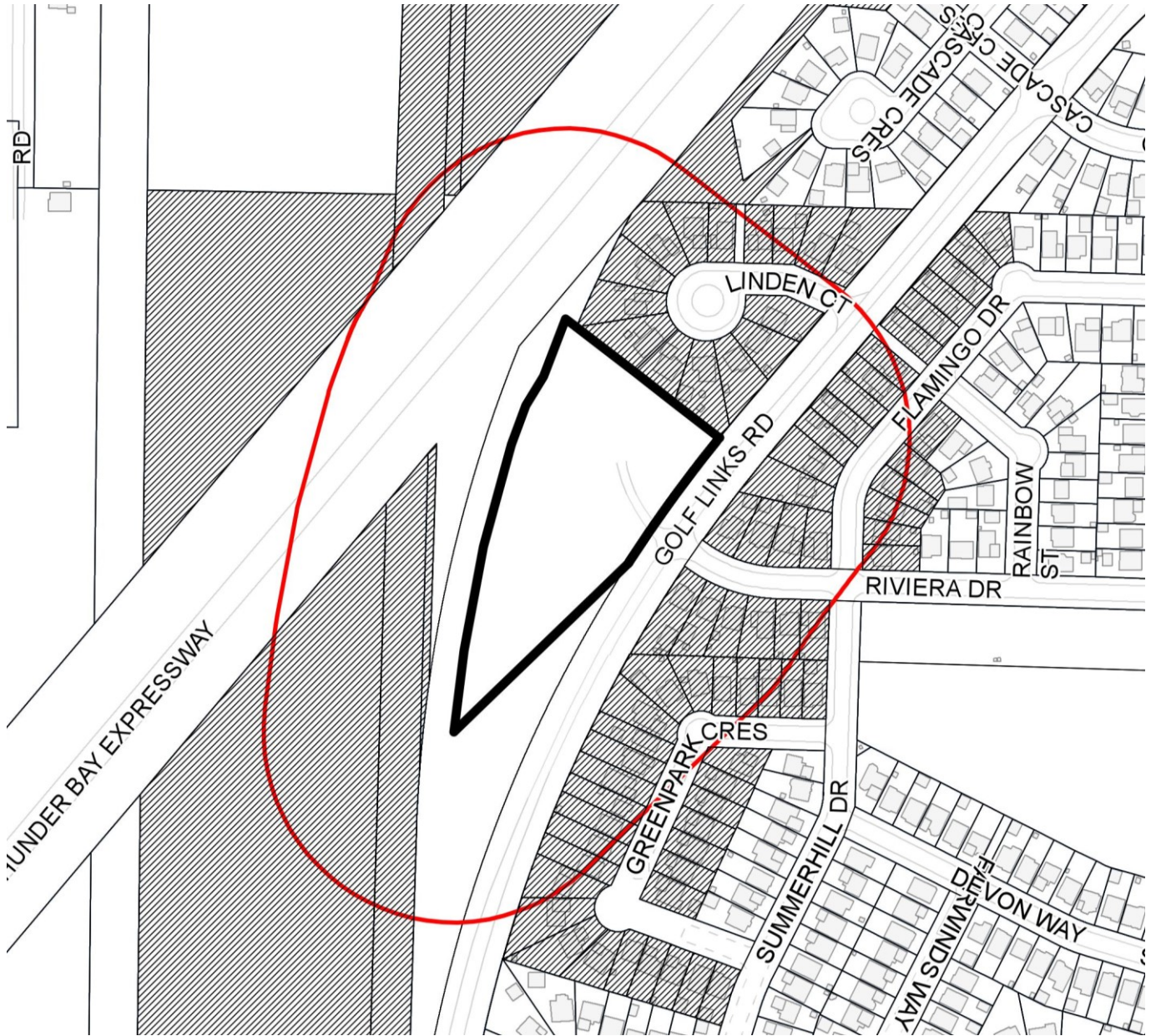
LOT AREA =18,817 SQ.M.

SITE COVERAGE =2,924 SQ.M.(15.54%)

LANDSCAPED AREA =4,324 SQ.M.(23.0%)

TITLE: Applicant's Sketch			Date: June 2019
PREPARED BY JF	SCALE As Noted	FILE NO. Z-03-2019	

ATTACHMENT C – Circulation Map



TITLE: Circulation Map		Date: June 2019	
PREPARED BY JF	SCALE As Noted	FILE NO. Z-03-2019	

Memorandum

Corporate By-law Number BL 42/2019

TO: Office of the City Clerk **FILE:** Z-01-2019

FROM: Decio Lopes
Development & Emergency Services - Planning Services

DATE: 03/26/2019

SUBJECT: BL 42/2019 - Zoning By-law Amendment - 1142/1146/1150/1154 John Street Road

MEETING DATE: City Council (Public Meeting) - 06/17/2019 (mm/dd/yyyy)

By-law Description: A By-law to amend By-law Number 100-2010, as amended (The Zoning By-law), of The Corporation of the City of Thunder Bay (1142/1146/1150/1154 John Street Road).

Authorization: Report R 48/2019 (Planning Services) - City Council (Public Meeting) - April 15, 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, as it applies to Lots 61 and 62, Registered Plan 547 and Part of Lot 60, Registered Plan 547 described as Parts 18 and 19 on Reference Plan 55R-13613, municipalliy known as 1142/1146/1150/1154 John Street Road.

Specifically, this by-law will establish an "MU2" - Mixed Use Zone 2 on the subject lands, amend the general regulations and the regulations of the MU2 Zone to accommodate the construction of 3 proposed 4-unit dwellings and modify the definition of dwelling, and establish associated development parameters.

The effect of this amendment would be to facilitate the construction of 3 single story 4 unit dwellings on the property, in addition to other uses permitted by the MU2 Zone.

Schedules and Attachments:

Exhibit One to BL 42/2019

Exhibit Two to BL 42/2019

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 42/2019

A By-law to amend By-law Number 100-2010, as amended (The Zoning By-law), of The Corporation of the City of Thunder Bay (1142/1146/1150/1154 John Street Road).

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 March 26, 2019, and a public meeting was held on April 15, 2019 at which Report No. R48/2019 (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:

"164 (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 61 and 62, Registered Plan 547 and Part of Lot 60, Registered Plan 547 described as Parts 18 and 19 on Reference Plan 55R-13613,

is subject to the following provision:

i) Survival of Certain Provisions:

The provisions of paragraph "368" and "369" of Schedule "B" to By-law 177-1983, as amended do not apply.

(2) The following parcel of land within THUNDER BAY, in the District of Thunder Bay:

Part of Lots 61 and 62, Registered Plan 547 except Parts 1-16 on Reference Plan 55R-13613, and shown as "Property Location One" on Exhibit One and portions of the abutting STREET ALLOWANCES to and forming part of this Amending By-law,

is removed from the "R3-H" – Residential ZONE Three, as shown on Map 5M of Schedule "A", and is instead designated as part of the "MU2"-Mixed Use ZONE Two.

(3) The following parcel of land within THUNDER BAY, in the District of Thunder Bay:

Lot 62, Registered Plan 547 and Part of Lot 61, Registered Plan 547, and shown as "Property Location One" on Exhibit Two to and forming part of this Amending By-law,

is subject to the following provisions:

The provisions of Sections 4.1, 5.15.2, and 14.2.3 and Tables 5.15.2 and 14.2.1 of this By-law continue to apply to the lands shown as "Property Location One" on Exhibit Two. In addition to all other provisions of this BY-LAW, the lands shown as "Property Location One" on Exhibit Two are subject to the following provisions:

a) Definitions

- i) A "LOT" means two contiguous parcels of land held under separate ownership developed together for mutual benefit for the purposes of the regulations as set out in Sections 5.15.2 and 14.2.3 and Table 5.15.2.
- ii) Despite the definition of TOWNHOUSE DWELLING, any 4 unit residential BUILDING shall be deemed to be an APARTMENT DWELLING for the purposes of the regulations as set out in Table 14.2.1.

b) REGULATIONS:

In the case of an APARTMENT DWELLING containing 4 DWELLING UNITS the following applies:

The Minimum REQUIRED LOT FRONTAGE is 18.0 m
The Maximum LOT COVERAGE is 45%
The Minimum INTERIOR SIDE YARD is 1.5 metres and 3.0 metres for a multi STOREY APARTMENT DWELLING
The Maximum number of DRIVEWAYS per "LOT", as defined in subparagraph "164(3)a)i)", is one.

- (4) The following parcel of land within THUNDER BAY, in the District of Thunder Bay:

Part of Lot 61, Registered Plan 547 and Part of Lot 60, Registered Plan 547 described as Parts 18 and 19 on Reference Plan 55R-13613,

and shown as "Property Location Two" on Exhibit Two to and forming part of this Amending By-law, and

is subject to the following provisions:

The provisions of Sections 4.1, 5.15.2, and 14.2.3 and Tables 5.15.2 and 14.2.1 of this By-law continue to apply to the lands shown as "Property Location Two" on Exhibit Two. In addition to all other provisions of this BY-LAW, the lands shown as "Property Location Two" on Exhibit Two are subject to the following provisions:

a) Definitions

- i) A LOT means two contiguous parcels of land held under separate ownership developed together for mutual benefit for the purposes of the regulations as set out in Sections 5.15.2 and 14.2.3 and Table 5.15.2.
- ii) Despite the definition of TOWNHOUSE DWELLING, any 4 unit residential BUILDING shall be deemed to be an APARTMENT DWELLING for the purposes of the regulations as set out in Table 14.2.1.

b) REGULATIONS:

In the case of an APARTMENT DWELLING containing 4 DWELLING UNITS the following applies:

The Minimum REQUIRED LOT FRONTAGE is 18.0 m
The Maximum LOT COVERAGE is 45%
The Minimum INTERIOR SIDE YARD is 1.5 metres and 3.0 metres for a multi STOREY APARTMENT DWELLING
The Maximum number of DRIVEWAYS per "LOT", as defined in subparagraph "164(4)a)i)", is one.

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.

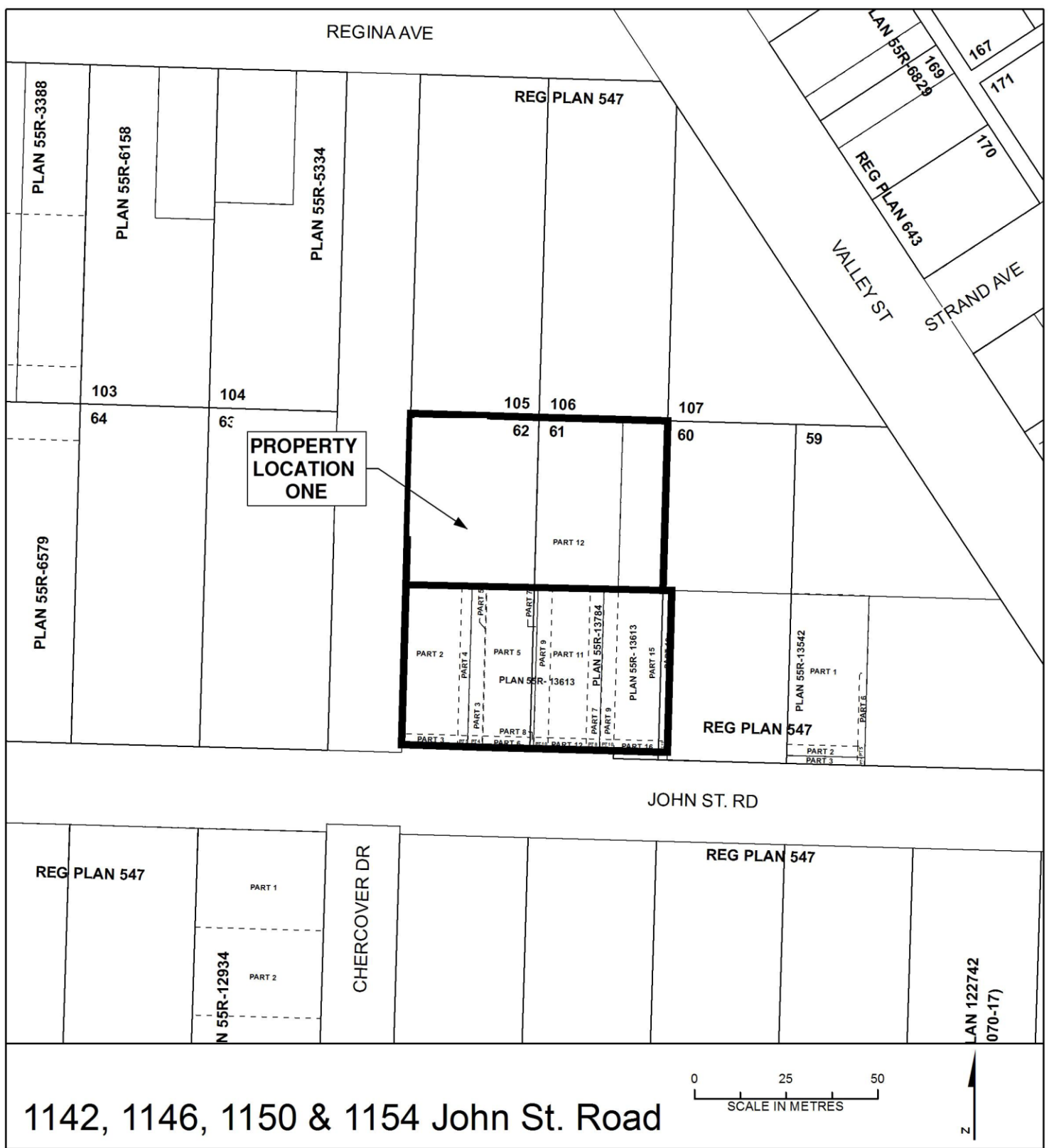
Enacted and passed this 17th day of June, A.D. 2019 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

Krista Power

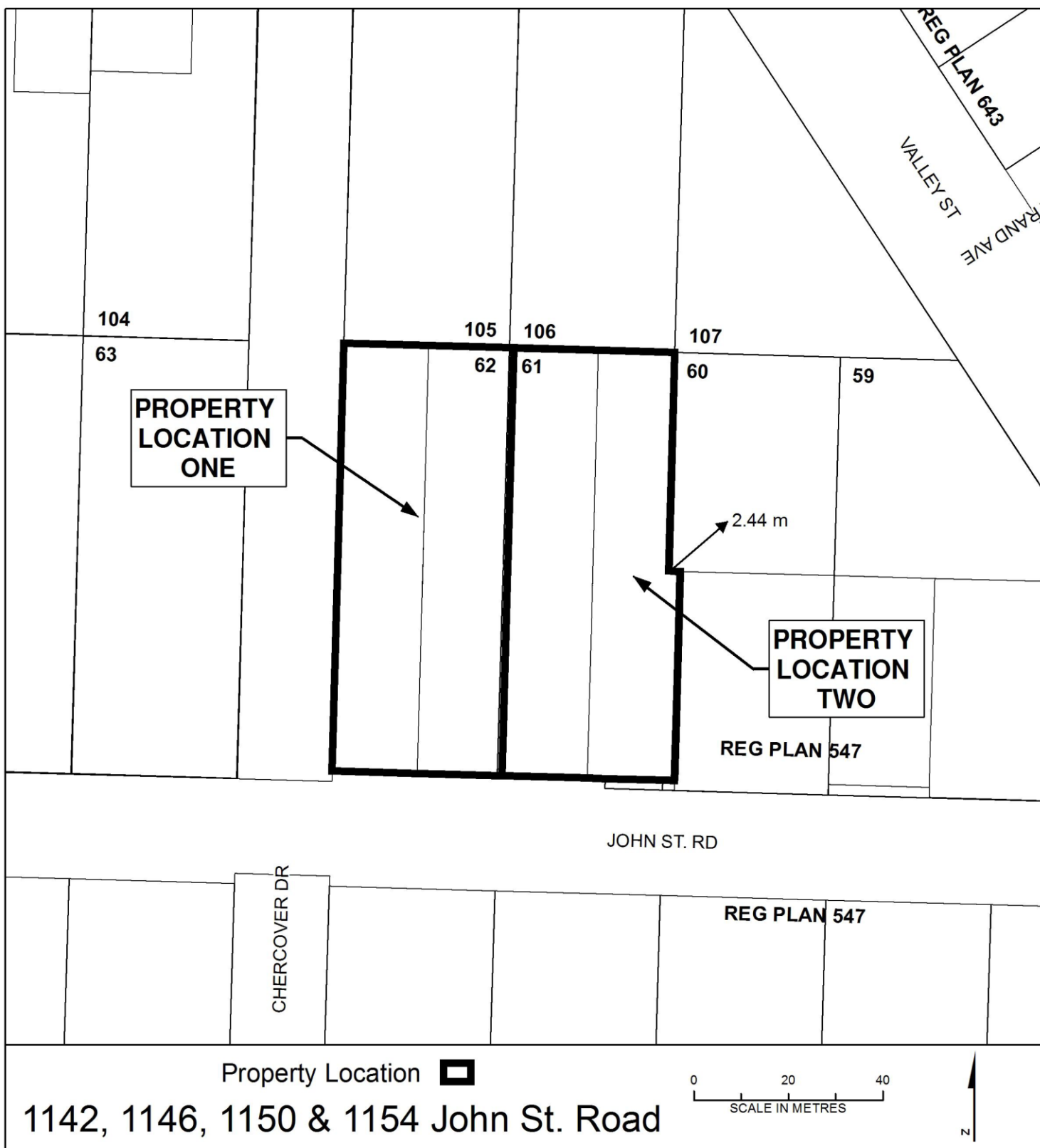
Deputy City Clerk



THIS IS EXHIBIT ONE TO PARAGRAPH "164"
 OF SCHEDULE "B" OF BY-LAW 100 - 2010
 AS AMENDED BY BY-LAW NUMBER 42/2019

MAYOR _____

CITY CLERK _____



THIS IS EXHIBIT TWO TO PARAGRAPH "164"
OF SCHEDULE "B" OF BY-LAW 100 - 2010
AS AMENDED BY BY-LAW NUMBER 42/2019

MAYOR _____

CITY CLERK _____



Memorandum

Corporate By-law Number BL 65/2019

TO: Office of the City Clerk **FILE:** Z-03-2019

FROM: Jillian Fazio
Development & Emergency Services - Planning Services

DATE: 27/05/2019

SUBJECT: BL 65/2019 - Site Plan Designation - 1530 Golf Links Road

MEETING DATE: City Council (Public Meeting) – 6/17/2019 (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. 1530 Golf Links Road

Authorization: Report R 99/2019 (Planning Services) - City Council (Public Meeting) – June 17, 2019

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 FIRSTLY: PT S W 1/4 SEC 40 MCINTYRE PT 2 55R13672; CITY OF THUNDER BAY and SECONDLY: PT SW 1/4 SEC 40 MCINTYRE PT 1 55R13672; THUNDER BAY EXCEPT FORFEITED MINING RIGHTS, IF ANY, municipally known as 1530 Golf Links Road.

Schedules and Attachments:

EXHIBIT ONE TO BL 65/2019

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 65/2019

A By-law to designate areas of Site Plan Control pursuant to
Section 41 of the Planning Act, R.S.O. 1990, as amended. 1530
Golf Links Road

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 June 17, 2019.

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:

FIRSTLY:

PT S W 1/4 SEC 40 MCINTYRE PT 2 55R13672; CITY OF THUNDER BAY

SECONDLY:

PT SW 1/4 SEC 40 MCINTYRE PT 1 55R13672; THUNDER BAY EXCEPT
FORFEITED MINING RIGHTS, IF ANY

municipally known as 1530 Golf Links Road, 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.

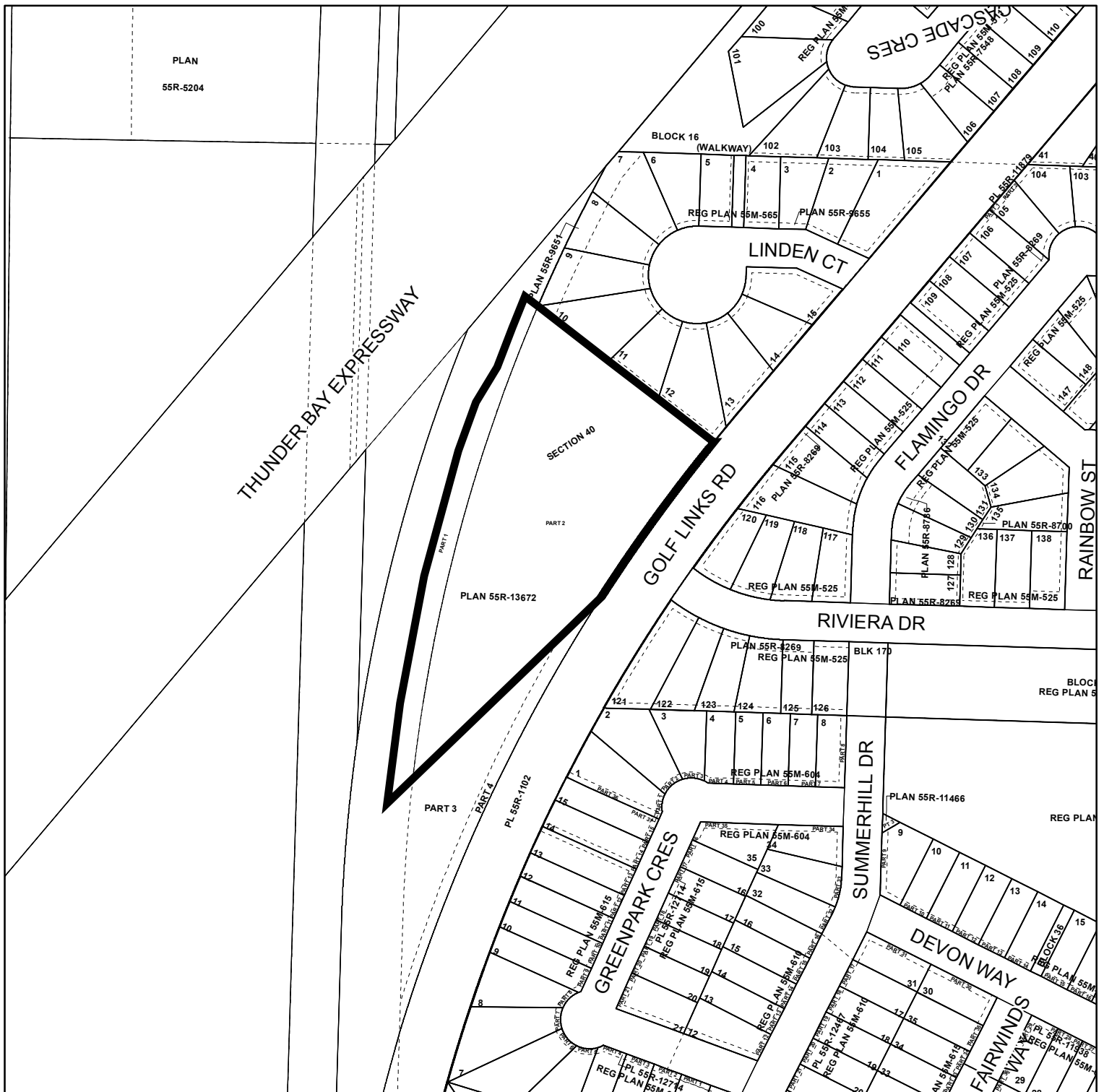
Enacted and passed this 17th day of June, A.D. 2019 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

Krista Power

Deputy City Clerk



Property Location 

1530 Golf Links Road

0 55 110
SCALE IN METRES



THIS IS EXHIBIT ONE TO BY-LAW NUMBER 65/2019

MAYOR _____

CITY CLERK _____



Memorandum

Corporate By-law Number BL 66/2019

TO: Office of the City Clerk **FILE:** Z-03-2019

FROM: Jillian Fazio
Development & Emergency Services - Planning Services

DATE: 27/05/2019

SUBJECT: BL 66/2019 - Zoning By-law Amendment - 1530 Golf Links Road

MEETING DATE: City Council (Public Meeting) - 6/17/2019 (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 (1530 Golf Links Road)

Authorization: Report R 99/2019 (Planning Services) - City Council (Public Meeting) – June 17, 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, specifically to rezone the subject property to the “NC3” – Neighbourhood Centre Zone, amend the definition of a shopping centre, expand the list of permitted uses, increase the landscape open space requirements, set a maximum height, set a maximum number of apartment buildings and dwelling units, permit more than one use on a lot with an apartment dwelling, and amend the privacy screen requirement.

The effect of this amendment would be to permit the construction of three standalone apartment buildings and a shopping centre with three or more commercial units.

Schedules and Attachments:

EXHIBIT ONE TO BL 66/2019

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 66/2019

A By-law to amend By-law 100-2010 (The Zoning By-law) of
The Corporation of the City of Thunder Bay (1530 Golf Links
Road)

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 May 28, 2019 and a public meeting was held on June 17, 2019 which Report No. R 99/2019 (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:

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

FIRSTLY:

PT S W 1/4 SEC 40 MCINTYRE PT 2 55R13672; CITY OF THUNDER
BAY

SECONDLY:

PT SW 1/4 SEC 40 MCINTYRE PT 1 55R13672; THUNDER BAY
EXCEPT FORFEITED MINING RIGHTS, IF ANY

and portions of the abutting STREET ALLOWANCES to and forming
part of this Amending By-law, land is removed from the "C2" – Urban
Centre ZONE, as shown on Map 6L of Schedule "A", and is instead
designated as part of the "NC3" – Neighbourhood Centre Three ZONE.

- (2) The provisions of Section 4.1, Section 18.1, Section 18.2.1, Table 18.2.1, Section 18.2.3, and Section 18.2.4 and 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) Definitions:

A "SHOPPING CENTRE" is a PLACE, other than a MIXED USE BUILDING, where 3 or more non-residential USES permitted in the applicable ZONE, are located together for their mutual benefit.

A DRUG STORE is retail outlet which among other things sells pharmaceutical supplies and associated sundry items.

b) Permitted USES

In addition to the USES permitted in Sections 18.1 (a), (b), and (c) of this BY-LAW, the following uses are also a permitted use:

- i) USES permitted in Section 18.1 (d)
- ii) DRUG STORE as defined in Subparagraph “166 (1) a)

c) Building Envelope REGULATIONS:

In the case of any permitted USE on the affected land, the following applies:

- i) The Minimum LANDSCAPED OPEN SPACE is 20% of LOT AREA, a 3.0m wide strip along all LOT LINES, and a 6.0m wide strip along all LOT LINES abutting a STREET LINE
- ii) The maximum HEIGHT is 12 metres for a BUILDING located within 40 metres of the FRONT LOT LINE
- iii) The maximum HEIGHT is 15 metres for a BUILDING located beyond 40 metres of the FRONT LOT LINE

d) Maximum number of MAIN USES per LOT

Section 18.2.2 does not apply.

e) Maximum number of, and SEPARATON DISTANCES between, MAIN BUILDINGS

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

- i) The maximum number of MAIN BUILDINGS is 3
- ii) The maximum number of total DWELLING UNITS is 120

f) PRIVACY SCREEN

Regardless of Section 18.2.4, a PRIVACY SCREEN with a HEIGHT of 1.6m is required along the north INTERIOR LOT LINE only

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 17th day of June, 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

MEETING DATE 06/17/2019 (mm/dd/yyyy)

SUBJECT By-law Resolution

SUMMARY

By-law Resolution - June 17, 2019

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 Number 100-2010, as amended (The Zoning By-law), of The Corporation of the City of Thunder Bay (1142/1146/1150/1154 John Street Road).

By-law Number: BL 42/2019

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. (110 Redwood Avenue West)

By-law Number: BL 65/2019

3. A By-law to amend By-law 100-2010 (The Zoning By-law) of The Corporation of the City of Thunder Bay (1530 Golf Links Road)

By-law Number: BL 66/2019

4. Zoning By-law Amendment - 1530 Golf Links Road (MGN Thunder Bay Inc.)

By-law Number: BL 99/2019