



AGENDA MATERIAL

CITY COUNCIL (Public Meeting)

MEETING DATE: TUESDAY, MARCH 22, 2022

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

TIME: 6:30 P.M.



MEETING: City Council (Public Meeting)

DATE: Tuesday, March 22, 2022

Reference No. CCP - 6/53

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

City Council (Public Meeting)
Chair: Mayor Bill Mauro

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - March 22, 2022 - Special City Council (Public Meeting) **(Page 4)**

WITH RESPECT to the March 22, 2022 Special 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)

New Zoning By-law and Official Plan Amendments

Report R 43/2022 (Development & Emergency Services - Planning Services) presenting the second draft of the new Zoning By-law and provides an overview of the key changes made to the first draft since it was released in November, 2021. Also presented, is an Official Plan Amendment that will update policies that address additional residential units, commercial development, and the separation of sensitive uses from industrial uses. **(Pages 5 – 96)**

Recommendation #1 - New Zoning By-law

WITH RESPECT to Report R 43/2022 (Development & Emergency Services - Planning Services) and that a Public Meeting having been held to consider a new comprehensive Zoning By-law for the City of Thunder Bay we authorize the approval of the proposed Comprehensive Zoning By-law and associated schedules as presented in this report;

Subject to the following condition:

That prior to the passing of the By-law, Official Plan Amendment No. 6 is approved;.

Unless otherwise rescinded or extended, this approval in principle shall be valid for a period of six (6) months from the date of ratification by City Council.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 approval will require reconsideration;

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

ALL as contained in Report R 43/2022 (Planning Services), as submitted by the Development and Emergency Services Department.

Recommendation #2 - Official Plan Amendment

WITH RESPECT to Report R 43/2022 (Development & Emergency Services - Planning Services) and that a Public Meeting having been held with respect to a general amendment to the Official Plan relative to the Separation of Uses policies, the Second Units policies, and the Commercial policies, we recommend:

That the proposed Official Plan Amendment to

1. Revise the “Separation of Uses” subsection of the Noise, Vibration and Emissions section;
2. Replace the existing “Second Units” policy section with a new “Additional Residential Units” policy section; and
3. Replace the existing “Commercial” policy section with a new “Commercial” policy section be approved;

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

ALL as contained in the Report R 43/2022 (Planning Services), as submitted by the Development and Emergency Services Department.

BY-LAWS

BL 35/2022 - Official Plan Amendment - General updates

A By-law to adopt Amendment No. 6 to the City of Thunder Bay Official Plan. **(Pages 97 – 110)**

By-law Resolution

By-law Resolution - March 22, 2022 - Special City Council (Public Meeting) **(Page 111)**

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

1. A By-law to adopt Amendment No. 6 to the City of Thunder Bay Official Plan.

By-law Number: BL 35/2022

ADJOURNMENT



MEETING DATE 03/22/2022 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - March 22, 2022- Special City Council (Public Meeting)

RECOMMENDATION

WITH RESPECT to the March 22, 2022 Special 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 43/2022
DATE PREPARED	03/07/2022		
MEETING DATE	City Council (Public Meeting) - 03/22/2022 (mm/dd/yyyy)		
SUBJECT	New Zoning By-law and Official Plan Amendments		

RECOMMENDATION

Recommendation #1 - New Zoning By-law

WITH RESPECT to Report 43/2022 and that a Public Meeting having been held to consider a new comprehensive Zoning By-law for the City of Thunder Bay we authorize the approval of the proposed Comprehensive Zoning By-law and associated schedules as presented in this report;

Subject to the following condition:

That prior to the passing of the By-law, Official Plan Amendment No. 6 is approved; .

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 approval will require reconsideration;

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

ALL as contained in Report R 43/2022 (Planning Services), as submitted by the Development and Emergency Services Department.

Recommendation #2 - Official Plan Amendment

WITH RESPECT to Report 43/2022 and that a Public Meeting having been held with respect to a general amendment to the Official Plan relative to the Separation of Uses policies, the Second Units policies, and the Commercial policies, we recommend:

That the proposed Official Plan Amendment to

1. Revise the "Separation of Uses" subsection of the Noise, Vibration and Emissions section;

2. Replace the existing “Second Units” policy section with a new “Additional Residential Units” policy section; and
3. Replace the existing “Commercial” policy section with a new “Commercial” policy section be approved;

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

ALL as contained in the Report R 43/2022 (Planning Services), as submitted by the Development and Emergency Services Department.

EXECUTIVE SUMMARY

This Report presents the second draft of the new Zoning By-law and provides an overview of the key changes made to the first draft since it was released in November, 2021. Also presented, is an Official Plan Amendment that will update policies that address additional residential units, commercial development, and the separation of sensitive uses from industrial uses.

Feedback on the first draft was received through public and stakeholder engagement efforts, as well as a peer and legal review. This feedback informed the various refinements and modifications made to form the second draft.

Additional Residential Units, which include Backyard Homes, represent a significant change to the way that housing will be accommodated in the City’s residential neighbourhoods. The response to the changes that will permit additional residential uses has been mixed. Despite that, the Backyard Home Survey shows that the majority of participants are supportive of the proposed regulations.

The proposed maximum height and lot coverage in the new Urban Low Rise Zone generated some concern. After further consideration, the maximum height proposed has been reduced to 10 metres. Administration believes that regulations as proposed in the second draft are appropriate and will provide for intensification opportunities that support the character of existing neighbourhoods.

Proposed parking reductions in the Urban Low Rise Zone have generated concern that increases in on-street parking will result. Administration believes that the reductions represent an important step in supporting active transportation and facilitating intensification in the City’s urban areas.

A new Urban Growth Zone is introduced in the second draft to provide for development within the Growth Area established by the Official Plan.

Changes that will provide businesses with more flexibility, such as and permitting retail and office uses in more locations, have been met with support. Likewise, the Main Street, Downtown

Neighbourhood and Waterfront Commercial Zones that apply in Pedestrian Commercial Areas where vibrant, walkable streets are important to the area's function are supported by the BIAs and business community.

The proposed industrial use definitions have been modified to align with the Province's most recent guidance.

The second draft integrates holding provisions and site specific amendments that will carry forward from the current By-law. Transition regulations that will provide for permits and approvals currently in process are also included.

The maps associated with the By-law have undergone a significant degree of refinement since the first draft was released, particularly with respect to Environmental Protection and the application of the UX – Urban Mixed Use Zone.

LINK TO STRATEGIC PLAN

A primary focus of the City's 2019 to 2022 Strategic Plan – One City, Growing Together is growth. The strategy is to grow the City with a focus on city building and social infrastructure to strengthen our economy, lifestyle and well-being. The development and implementation of a Zoning By-law is identified as an important step to action growth. The new Zoning By-law was developed with sustainable growth in mind and a flexible regulatory framework that will make it easier for businesses to establish and grow in our community.

LINK TO EARTHCARE SUSTAINABILITY PLAN

The Zoning By-law provides an important link to the EarthCare Sustainability Plan and takes a similar approach, integrating environmental, economic, social and cultural factors to achieve a balanced regulatory framework that promotes sustainability and resiliency, and seeks to avoid, minimize, or mitigate impacts on the natural environment. It also recognizes that the well-being of a community's residents is influenced by the physical and built environment in which they live. The built environment that the Zoning By-law permits and regulates plays an important role in supporting quality of life and sense of place.

DISCUSSION

Legislative Framework

The *Planning Act* and the Provincial Policy Statement set out the ground rules for land use planning in Ontario and describe how land uses may be controlled. It is the Municipality's responsibility to develop an Official Plan that establishes general planning goals and policies to guide future land use, and a Zoning By-law that establishes rules and regulations to control development as it occurs. These planning documents must be consistent with the Provincial

Policy Statement and conform or not conflict with provincial plans such as the Growth Plan for Northern Ontario.

A new Official Plan for the City of Thunder Bay was approved in March 2019. In accordance with Subsection 26(9) of the *Planning Act*, the Municipality is required to amend and update its Zoning By-law so that it conforms with the Official Plan.

In preparing its Zoning By-law, the Municipality is also required to consider the Province's Environmental Land Use Planning Guides, which provide direction on environmental considerations and requirements for industrial land use, sensitive land uses, sewage and water services and private wells.

Consultation – Public and Stakeholder Engagement

Consultation and engagement are important components of a comprehensive Zoning By-law review and update. Comments received from stakeholders, business partners, the development community, and the public help to inform the regulatory framework, and provide valuable insight into how the community gauges the effectiveness of the By-law's controls and support for development.

Feedback received during the review of the Official Plan in 2018 marked the beginning of the Zoning By-law consultation process. Comments gathered in support of the Plan often contained information that was also relevant to the Zoning By-law. These comments provided a foundation on which to build, and a starting point for the Zoning By-law update.

The Chamber of Commerce and the Community Economic Development Commission are active partners in communicating the needs of the business and development communities. Early in the review process, the Chamber of Commerce prepared a document that contained several suggestions on how the Zoning By-law could better support the business community and growth and development in the community. Many of the suggestions align with the policies of the Official Plan and have been incorporated in the new By-law.

After the launch of the first draft of the new Zoning By-law in early November, 2021, Planning Services embarked on a consultation process that engaged stakeholders, agencies and the public. Over 2000 business owners, agency representatives and members of the public have participated in the process to date. The comments and feedback received have been used to further refine the regulations of the second draft.

A variety of methods were used to gather feedback utilizing online resources like the City's Get Involved engagement platform, open houses, presentations and meetings. Attachment B to this Report includes a Public Engagement Summary that details the steps and methods taken to gather feedback. Included in the Summary are the results of the Backyard Home survey, as well as an overview of all of the comments received.

Peer and Legal Review

The new Zoning By-law represents a new approach to zoning that differs substantially from current practices. To ensure that the new By-law is consistent with Provincial legislation, regulation and guidance, and upholds planning principles and best practices, the first draft of the By-law underwent a professional planning and legal review.

This was a valuable undertaking and resulted in several recommendations that have been incorporated into the second draft to further streamline and refine the regulations.

The professional planner who reviewed the By-law offered praise for its innovative approaches. In particular, the By-law's streamlined definitions were identified as exemplary, and highlighted as a best practice that others should follow.

New Layout

A concentrated effort has been made to design the new By-law so that it is easier to read and use. Building on the look and feel of the 2019 Official Plan, the new By-law contains Sections that correspond with the companion policy section of the Official Plan. This makes it easier to use the two documents together, and reinforces the relationship between policy and regulation.

The By-law is organized to help users efficiently find the information they need. Similar zones are grouped into broader land use areas. These land use areas contain building height and location requirements and access, landscaping, and parking requirements that apply to all zones within that land use area. This reduces repetition and the number of regulation tables required. The new By-law also uses diagrams and illustrations to add clarity to the regulations and technical definitions.

The new layout has been well received by stakeholder groups. Representatives from the Chamber of Commerce have indicated that the new By-law is much easier to read and navigate compared to the current version.

Additional Residential Units and Intensification

Legislative Framework

In 2019, the *Planning Act* was amended to require that municipal official plans contain policies that allow for Additional Residential Units by permitting two residential units in a detached house, semi-detached house or townhouse; and the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or townhouse. The *Planning Act* also requires that municipalities pass a Zoning By-law to give effect to the Additional Residential Unit policies.

Ontario Regulation 299/19 requires that each Additional Residential Unit be required to have one dedicated parking space, which can be provided in tandem.

Proposed Official Plan Changes

In keeping with these legislative requirements, an Official Plan amendment is proposed to update the Official Plan's Second Unit policies, which were approved just prior to the legislative changes introduced in 2019. Currently, the Plan's policies provide for only one additional residential unit to be located within either the main residential building or an accessory building. The proposed amendment will revise the policy to provide for two Additional Residential Units, one in the main building, and one in an accessory building, for a total of three possible residential units on each property in the urban area. The proposed Official Plan Amendment is contained in Attachment A to this Report.

Proposed Zoning By-law Regulations

The current Zoning By-law has four zones (R1, R2, R3, and MU1) that permit dwellings ranging from one to four units. The new Zoning By-law has just one Urban Low Rise Zone that permits up to four units and standardizes residential lot sizes, lot coverage, and height throughout the City's urban neighbourhoods. The new regulations represent an increase in density for low rise areas, lot size reductions for areas currently zoned R1 and R3, and an overall reduction in lot size for four unit dwellings.

The new Urban Low Rise Zone introduces minimum frontage and area regulations that would allow up to three homes on a lot with 15 metres of frontage and 450 m² of area. Smaller lots with a frontage of 10 metres and an area of 300 m² would only be permitted to have two homes, one of which could be in an accessory building. Regulations also provide for additional homes in semi-detached and townhouses.

Additionally, this new zone will provide increased opportunity for buildings with four homes, which are currently only permitted on corner lots. Under the new regulations a building with four homes would be permitted on any lot with a minimum of 20 metres of frontage and 600 m² of area. Over the last several years Council has considered and approved 13 amendments to permit four unit dwellings at mid-block locations.

To create the regulations for the new Urban Low Rise Zone, the lot coverage and height regulations that currently apply in the R2 – Residential Zone Two were used as the standard. The current R2 Zone applies broadly throughout many of the City's established residential neighbourhoods where densities are slightly higher, and homes that contain two residential units are permitted. Given that the new policy and regulatory framework will allow for two residential units in most homes, and increased density is an overarching goal, the R2 regulations were an appropriate place to start.

The proposed 40% lot coverage requirement represents an increase of 5% in areas that are currently zoned R1 and R3. Increases in lot coverage represent one of the most common variances heard by the Committee of Adjustment. In reviewing the variances to lot coverage that

have been approved over the last 10 years, it is noted that close to 90% of them would not have been necessary if a 40% lot coverage standard was in place.

The proposed lot coverage is appropriate to provide for the Additional Residential Units that will be permitted. It is consistent with the regulation that currently applies in the R2 Zone, and will result in fewer applications for coverage increases.

The intent of the 12 metre height maximum in the R2 Zone is to recognize the 2 ½ storey homes that exist in many older neighbourhoods. In response to some concerns about applying this height requirement in the Urban Low Rise Zone, a review of building permits issued for new construction in the R2 Zone over the last ten years was undertaken and revealed that over 96% of the buildings are less than 10 metres in height. In the second draft, height in the proposed Urban Low Rise Zone is reduced to 10 metres. A 10 metre height still provides for two storey homes, is in keeping with the majority of construction that is taking place, and will maintain consistency with the current R1, R3 and MU1 Zones.

To accommodate Additional Residential Units in existing urban neighbourhoods, the proposed parking requirement is one space per home. This is a reduction in parking from the current By-law, which requires 1.5 parking spaces per home. By reducing the parking rate to one space per home, existing single detached homes can more readily renovate to include an additional residential unit without having to increase the parking supply, or make significant alternations to their front and side yards, which could impact the streetscape. Over the last number of years, City Council and the Committee of Adjustment have considered and approved numerous requests to reduce the required number of parking spaces for residential development to one space per home. The proposed change is in keeping with these decisions.

The second draft of the By-law re-instates provisions that allow detached homes constructed before 1945 to be renovated to include additional homes regardless of lot size. These provisions exist in the current By-law and were inadvertently excluded from the first draft of the new By-law.

Backyard Homes

To distinguish between a home in an accessory building, and a home in the main building, the new By-law refers to a home in an accessory building as a Backyard Home.

Recognizing that the introduction of Backyard Homes represents a significant change, public consultation efforts were focused on gauging the public's response to the proposed regulations. A survey on Backyard Homes was conducted through the Get Involved web portal asking residents whether they are in favour of Backyard Homes and to comment on the proposed height, size and setback regulations. 229 residents participated in the survey. 63% of the respondents indicated that they are in favour of Backyard Homes.

The proposed height regulations are consistent with the regulations that currently exist for accessory buildings like detached garages. Most respondents who are in favour of Backyard Homes also supported the proposed height limit of 4.6 metres. 35 of the respondents who didn't support the proposed height felt that the height should be increased to accommodate for two storey Backyard Homes.

The proposed size limit provides for a Backyard Home that is less than half the size (40%) of the main building and is consistent with what is being proposed in many other cities across the Province. The proposed setbacks are in line with the required setbacks for main buildings. In some other cities smaller setbacks are permitted if there are no windows on the side of the building closest to the lot line. The majority of survey respondents were not in favour of increasing or decreasing the proposed setbacks in Thunder Bay's By-law. Most of the respondents who are in favour of Backyard Homes also support the proposed size and setback regulations.

Based on the feedback received, Planning Services recommends that the Backyard Home regulations proposed be approved.

There has been concern expressed that Additional Residential Units and Backyard Homes are not permitted in the Rural and Rural Settlement Areas. These areas have private septic systems and/or wells, and don't readily have access to other services like sidewalks and transit. Increasing densities in these areas is not supported by the policies of the Official Plan. While it is acknowledged that larger rural lots could accommodate Additional Residential Units with minimal impact on adjacent properties, increasing densities in areas where residents don't have access to active transportation facilities or transit, and where other supportive commercial services are in limited supply is not recommended. Further, increasing density in privately serviced areas could have environmental impacts particularly in sensitive areas adjacent to watercourses.

Drainage

Some residents have expressed concern about how the proposed increase in lot coverage could impact drainage, on-site amenity space, and landscaping.

A few residents are also concerned that currently there is no requirement to submit a lot grading and drainage plan for an addition or new accessory building on an already developed lot. Grades and drainage routes are assessed and established when the main building is constructed and they are typically maintained as expansions or other buildings are added to the property.

The need for a lot grading and drainage plan to be submitted with applications for additions or new accessory buildings on already developed sites has been discussed with Engineering and Building Services staff. The Chief Building Official has indicated that inspection staff assess the grading of sites during construction and when necessary, will require on-site modifications, so

that water will not accumulate at or near the building, and will not adversely affect adjacent properties. They note however, that changes to surface drainage are very seldom required to accommodate construction on already developed lots. Administration believes that current practices are appropriate and the submission of a grading plan prior to construction is not required. Building Services staff have authorities under the Building Code Act to adequately address surface drainage during construction.

Engineering and Building Services staff do meet annually to review standards, policies, and practices, and make improvements or modifications as needed.

The proposed coverage requirements seek to achieve an appropriate balance between providing opportunities for increased density and additional residential units, and providing adequate space for on-site parking, amenity areas and landscaping. Properties that build to the maximum lot coverage permitted, will have up to 5% less area devoted to amenity space and landscaping, but they will still be required to maintain minimum setbacks and landscaping at a rate that is the same or very similar to current standards. This will maintain a consistent appearance in the streetscapes of established neighbourhoods.

Privacy and Shadowing

There are also some residents who have expressed concerns that intensification achieved through additions to existing buildings or new Backyard Homes may negatively impact the amenity space of neighbouring properties through a loss of privacy or increased shadowing.

The Zoning By-law does not contain regulations that are designed to protect privacy between homes in low rise residential areas. Each individual property owner is responsible for protecting their own privacy. Fencing, landscaping, screening, and window coverings are examples of privacy features that individuals can use to protect their privacy.

Some shadowing can be expected in any urban environment. In low rise residential areas, the Zoning By-law contains minimum and maximum standards that will permit development that is considered appropriate.

The height and lot coverage regulations control the scale and massing of buildings.

As noted above, the 12 m height limit proposed in the first draft has been reduced to 10 metres in the second draft of the By-law. This reduction will maintain the status quo in areas currently zoned R1 and R3, and will reduce the maximum height in areas currently zoned R2. Although building height will remain relatively constant, the proposed lot coverage regulations could result in an increase in building mass, which could result in an increase in shadowing. The regulations seek to provide opportunities to accommodate more residential units and to provide property owners with flexibility and choice when building or expanding homes.

It is anticipated that standardizing lot size, coverage and height requirements, reducing parking minimums, and permitting Additional Residential Units and Backyard Homes will collectively help to increase density in urban neighbourhoods. Providing more opportunity for intensification aligns with the Official Plan's objective to realize a minimum of 20% of new dwelling units through intensification, and supports the Plan's policies that recognize residential intensification as the best opportunity for providing affordable housing. Infill development 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.

Urban Growth Zone

Policy Framework

The Official Plan designates 342 ha of land at the northwest boundary of the Urban Settlement Area as Growth Area to protect it for future urban residential development. To prevent further fragmentation of the Growth Area, lot creation and plans of subdivision are prohibited. Development of existing lots is permitted provided it does not impair future planning of the area.

Proposed Zoning By-law Regulations

The first draft of the By-law applied a Future Development Zone to the Growth Area. Through feedback received on the proposed By-law, it was noted that the Future Development Zone would not provide for the development of existing lots in keeping with the intent of the Official Plan.

The second draft of the By-law introduces a new Urban Growth Zone that applies in the Growth Area. This new Zone permits the development of a detached house and associated accessory buildings on existing lots within the Growth Area. Providing for a limited amount of development in this area, where properties have existing road frontage, is appropriate and will not preclude the development of the area at an urban scale in the future.

Retail and Office Uses

Proposed Official Plan Changes

The Commercial policies of the Official Plan establish five designations that are differentiated according to function, permitted uses, density and scale of development. The commercial structure established through this hierarchy of designations provides a foundation for the growth and evolution of the city's commercial economy. The City's historic pattern of development and its transportation corridors have influenced the location and concentration of commercial development.

The Plan's policies establish a hierarchy of food stores within the commercial structure, ranging from small neighbourhood scale stores that service residential areas with convenience goods to large scale stores that service the region. Policies also provide direction on retail and office activity directing these uses to the Strategic Cores and limiting their establishment in other designations.

In 2020, the City of Thunder Bay and the Community Economic Development Commission partnered to undertake an Employment Land Strategy that examined the City's supply of commercial and industrial land, and analysed economic trends and growth projections. The Strategy recommends modifications to the City's policy and regulatory frameworks, so that it can be better positioned to respond in competitive markets and prepared to accommodate anticipated future demand.

It is recommended that the City take a more flexible approach to allowing retail and office uses in its commercial areas. The current policy framework has been identified as unnecessarily rigid, which is not conducive to fostering growth. Consistent with the recommendations of the Strategy, the Official Plan's commercial policies are being updated to permit retail and office uses in all commercial designations, and to remove the distinction between food stores and other forms of retail.

The Strategy also suggests that in light of the ever-changing retail environment, the City should remove its Official Plan policy that requires a Market and Economic Impact Analysis for large-scale retail developments and instead allow market forces to shape the city's retail-commercial competitive environment. Consistent with this recommendation, the Market and Economic Impact Analysis policy will be removed as part of the proposed Official Plan Amendment. The proposed Official Plan Amendment is contained in Attachment A to this Report.

Proposed Zoning By-law Regulations

To implement the updated commercial policies, the new Zoning By-law broadens the definitions related to retail commercial uses and offices. Currently the Zoning By-law distinguishes between several different types of retail stores and office uses. The proposed definitions are generalized so that moving forward a retail commercial use will be any place where food, new and/or used goods, wares, merchandise, substances, or are sold directly to the public. An office will be a place used for professional consulting practices or advisory services, administrative functions, and the creation, processing, and/or storage of information. Given the unique characteristics of furniture stores and building supply outlets, these uses will maintain distinct definitions. Medical offices will also remain as a separate definition under health centre, which includes a broad range of medical practices and health related services.

The proposed definition changes have been well received by the Chamber of Commerce and the business community. It is anticipated that this new approach to defining retail and office uses

will provide businesses with the flexibility to let their operations evolve, grow and change to meet the needs of their customers.

Retail and office uses are currently restricted to only certain zones. The new By-law takes a more flexible approach by permitting these uses in all commercial zones, but establishes size limits that are consistent with the hierarchy outlined in proposed commercial Official Plan policies. This will allow retail and office uses to locate more freely in commercial areas throughout the City, providing businesses with the flexibility to respond to market demand.

The first draft of the By-law required office uses to be located on the second storey of buildings located in the Main Street Zone. Feedback received from the business community noted that there are existing buildings within the Main Street Zone where the main floor is better suited to office uses than other types of commercial uses that would require receiving areas. For this reason, the second draft permits office uses on any floor of a building in the Main Street Zone.

Pedestrian Commercial Areas

Policy Framework

The objectives of Official Plan's Strategic Core, Community Commercial and Waterfront Commercial policies are to promote walkable commercial areas that service surrounding residential neighbourhoods. Development that animates the street level is encouraged along streets that function as traditional downtown main streets, and auto oriented uses such as drive-throughs are directed to areas outside of concentrated pedestrian areas.

Where it's appropriate, residential units are encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

Proposed Zoning By-law Regulations

The new By-law introduces three zones that apply in the City's pedestrian commercial areas – Main Street Zone, Downtown Neighbourhood Zone and Waterfront Commercial Zone.

These zones don't permit auto oriented uses such as motor vehicle service or sales and don't permit uses that have drive-throughs.

The uses permitted in the Main Street Zone prioritize the pedestrian experience and only permit residential uses on upper floors. In the Downtown Neighbourhood Zone a wide range of commercial and residential uses are permitted.

Feedback received from Business Areas and the Chamber of Commerce is supportive of the new zones.

One property owner in the Westfort Business Area expressed concern over the Main Street Zone's regulations that restrict residential uses to upper floors. Given the number of existing

vacancies, they would prefer that properties continue to have the option of establishing main floor residential uses. The C1 – Urban Village Zone that currently applies along Frederica Street does allow for apartments and mixed use buildings that can have main floor residential.

Administration believes that promoting an active streetscape with commercial store fronts is important, particularly in difficult economic times.

Industrial Uses

Legislative Framework

In May 2020, the Provincial Policy Statement was updated to include policies requiring that municipalities protect the long-term operational and economic viability of major facilities by avoiding, minimizing and mitigating any potential adverse effects of such uses on nearby sensitive uses.

Proposed Official Plan Changes

The Official Plan's policies are being updated to be consistent with the Provincial Policy Statement and to comply with legislative requirements. The proposed Official Plan Amendment is contained in Attachment A to this Report.

The proposed amendment modifies the Separation of Uses policies to include direction on avoiding, minimizing and mitigating any potential adverse effects from odour, noise and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities.

Proposed Zoning By-law Regulations

The first draft of the By-law classified major industrial facilities consistent with proposed changes to Provincial Guidelines. Since the release of the first draft, the Province has modified its approach and the classification method that was being considered has been abandoned. As a result, the second draft of the By-law contains new definitions that distinguish between light and heavy industrial uses rather than using the major industrial facility classifications proposed in the first draft.

Vehicle and Bicycle Parking

Policy Framework

The Official Plan recognizes that on-street and off-street parking are important components of the transportation system and policies direct that appropriate standards for off-street parking including short and long-term bicycle parking facilities, and loading facilities be established in the Zoning By-law.

Proposed Zoning By-law Regulations

One of the more significant changes proposed in the new By-law is a reduction in the parking requirements for residential and commercial development and a removal of parking requirements for institutional and industrial development. Barrier-free (accessible) parking continues to be required at comparable rates to the current By-law.

Many cities across the country have been removing minimum on-site parking standards from their By-laws in favour of open option parking. Open option parking is an approach that allows developers, homeowners and businesses to decide how much on-site parking they need to provide based on their particular operations, activities or lifestyle.

Some residents are concerned that the reduced parking requirement for residential uses will result in increased on-street parking, which could impact snow removal, interfere with garbage collection, and affect school bus pick up/drop off.

Administration believes that the proposed reduction from 1.5 spaces per home to 1 space per home is an important step in supporting and facilitating Additional Residential Units, and intensification in the City's urban areas. It is acknowledged that on-street parking can have implications on operations such as snow removal and waste collection. While there are effective tools like calendar parking in place to manage City operations in areas where on-street parking is prevalent, delays and challenges can occur when vehicles are not parked in accordance with these rules. In areas where on-street parking impacts operations, opportunities to introduce further restrictions or additional enforcement can be explored.

The proposed changes have the potential to be transformative by allowing higher density neighbourhoods. However, change will also be gradual. Parking reductions will only result as homes are developed or redeveloped across the city in the years ahead.

While feedback related specifically to the new bicycle parking requirements has not been received, several comments do mention the importance of providing facilities and land use patterns that are supportive of active transportation.

Environmental Protection

The 2019 Official Plan was developed using four overarching approaches which integrate environmental protection, climate adaptation, economic diversification, and healthy community principles throughout the document.

The Plan acknowledges that keeping the environment as an early consideration when planning is an important step towards a sustainable community. As such, its policies seek to avoid, minimize, or mitigate impacts on the natural environment.

The long-term protection and wise management of the City's natural heritage system is a high priority. Protecting features and areas within this system will support resiliency and help to reduce Thunder Bay's vulnerability to climate change and the impacts of severe weather events.

The natural heritage system includes natural heritage features and areas, wetlands, watercourses, shorelines, river banks, floodplains, valleys, ravines, and forested areas, which are all connected through their ecological functions. Depending on the ecological feature and its function, lands included in the natural heritage system are designated as Provincially Significant Wetland or Coastal Wetland, Evaluated Coastal Wetland or Wetland, and Natural Corridor. Within each designation, development and site alteration is either prohibited, or permitted if it has been demonstrated that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions.

The mapping of the City's natural heritage system has been a work in progress for decades, and for many years there has been a disconnect between the City's Official Plan, the Zoning By-law, and the Lakehead Region Conservation Authority's (LRCA) Floodplain mapping.

Through collaborative efforts, the City's Official Plan and the LRCA's mapping are now in alignment and the proposed updates to the Zoning By-law will be the final step in integrating all of the mapping.

Proposed Zoning By-law Regulations

Currently an Environmental Protection Zone (EP) applies to lands that have natural heritage features such as wetlands, floodplains, and watercourses. Development within the EP Zone is not permitted; however, through an Environmental Impact Study (EIS) property owners are often able to demonstrate that some level of development can be accommodated and/or that impacts can be mitigated in such a way that development can proceed. An amendment to the Zoning By-law is required to adjust the EP Zone boundary in response to EIS's findings.

The current By-law also applies an Environmental Overlay (EO) to lands that are not zoned EP, but are regulated by the LRCA. This overlay alerts property owners to the fact that a permit may be required from the LRCA prior to site alteration or development.

The new Zoning By-law takes a slightly different approach to regulating land use on properties that have natural heritage features. Similar to the current By-law, an EP Zone is applied to lands where development is not permitted. On lands where development and site alteration may be permitted if it has been demonstrated that there will be no negative impacts on the natural heritage features or their hydrologic and ecological functions, a Holding Symbol has been applied. Development within areas subject to a Holding may only proceed once an Environmental Impact Study has been completed demonstrating that development will have no negative impacts. Once the appropriate study has been completed and approved, a by-law can be passed to remove the Holding. This approach will allow appropriate development to proceed without the need for a Zoning By-law amendment.

Recent changes to the *Planning Act* have identified processes that Council can delegate to staff and/or the Committee of Adjustment. The removal of a Holding Symbol is one such process.

Administration will be reporting to Council on the feasibility of delegating its authority to remove a Holding Symbol.

Other Changes

A variety of other changes made to the first draft, in response to public and stakeholder comment, and the peer and legal review, are listed in Attachment C to this Report.

Holding and Site Specific Regulations

The current Zoning By-law includes over 100 site specific amendments as well as 172 provisions that were carried forward from the 1983 version of the By-law. Each of these site specific regulations were reviewed in the context of the draft By-law's zones and regulations. In many instances, the provisions of the new By-law are such that they provide for the development permitted by the site specific regulation. In situations where the site specific regulation is still required to facilitate the desired development, the regulations have been included in Schedule C to the new By-law. Lands to which site specific regulations apply are mapped on Schedule A to the new By-law.

In situations where the current By-law has placed a Holding on a property, the Holding provision also applies in the new By-law. Lands affected by Holding provisions are included in Schedule B to the new By-law and are mapped on Schedule A.

Transition Provisions

The new By-law contains provisions that provide for development in accordance with plans or approvals that are in place when the By-law is approved.

These provisions were included in Section 12 of the first draft of the By-law, but have been revised in response to feedback received during the peer and legal reviews of the By-law and moved to Section 16 in the second draft.

Mapping

The mapping of the new Zoning By-law has been a significant undertaking. Unlike the Official Plan where land use designations are applied broadly, the zones of the Zoning By-law are applied to each and every property on a site by site basis. The maps associated with the By-law have undergone a significant degree of refinement since the first draft was released, particularly with respect to Environmental Protection and the application of the UX – Urban Mixed Use Zone.

Public feedback has been very helpful in ground truthing the Zones.

Next Steps

Once the new By-law is approved, Notice of Council's decision will be issued and a 20 day appeal period will commence. In accordance with the *Planning Act*, regulations associated with Additional Residential Units are not subject to appeal.

During the appeal period, development proposals will be reviewed against both the current and new By-law. Once effective, implementation of the new By-law will commence.

Following the By-law's approval, Administration will proceed with updates to the Urban Design and Landscape Guidelines and the Site Plan Control process.

Given the technical nature of the Zoning By-law, the need for modifications following a comprehensive review is customary. Staff will monitor the new regulations closely over the coming year and will present any necessary changes to Council in a housekeeping amendment.

CONCLUSION

The new Zoning By-law takes a fresh, progressive approach to regulating land use by focusing on residential intensification and introducing use definitions which provide a greater degree of flexibility for the business community. The new By-law identifies land use areas that share common characteristics and establishes regulations that support a cohesive built form. The new formatting and the introduction of diagrams make the By-law easier to read and understand. The By-law takes important steps that will transform the nature of parking in the community. Overall, feedback on the By-law has been positive and comments received through public engagement and the peer and legal review have informed refinements and modifications to the regulations and mapping.

BACKGROUND

The current Zoning By-law came into effect on January 1, 2011 and has been an effective tool in guiding development in the community for the last 10 years. In 2019, Council adopted a new Official Plan for the City of Thunder Bay. In accordance with provincial legislation, the Municipality is required to amend and update its Zoning By-law so that it conforms with the new Official Plan.

On October 18, 2021 Council was presented with the first draft of a new Zoning By-law (Report R137/2021) and Administration was directed to solicit feedback from the public, stakeholders, agencies, and business and development community.

The second draft was released and posted online on February 25th, 2022, and has been available for public review since that time.

REFERENCE MATERIAL ATTACHED:

Attachment A – Official Plan Amendment

Attachment B – Public Engagement Summary

Attachment C – Summary of Changes to First Draft

PREPARED BY: *Leslie McEachern, Director Planning Services*

THIS REPORT SIGNED AND VERIFIED BY:	DATE:
Karen Lewis, General Manager – Development & Emergency Services	March 11, 2022

AMENDMENT NO. 6
TO THE OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

Prepared by: Leslie McEachern, Director of Planning Services

Development & Emergency Services Department
City of Thunder Bay
March 2022

OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

Amendment No. 6

Amendment No. 6 to the Official Plan for the City of Thunder Bay, was prepared by the City of Thunder Bay Development & Emergency Services Department and was presented to the Council of the Corporation of the City of Thunder Bay under the provisions of Section 22(1) of the Planning Act, R.S.O. 1990 on the 22nd day of March 2022.

This amendment was adopted by the Corporation of the City of Thunder Bay by By-law No. 35/2022 in accordance with Section 22(1) of the Planning Act, 1990 on the 22nd day of March 2022.

MAYOR

CLERK

AMENDMENT NO. 6
TO THE OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

INDEX

THE CONSTITUTIONAL STATEMENT 1

PART A - THE PREAMBLE 2

 Purpose of the amendment 2

 Location of the amendment 2

 Basis for the amendment 2

PART B - THE AMENDMENT 3

SCHEDULE ‘A’ - PROPERTY LOCATION MAP 3

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this Amendment.

PART B - THE AMENDMENT - consisting of the following text and exhibit constitutes Amendment No. 6 to the Official Plan for the City of Thunder Bay.

PART A - THE PREAMBLE

Purpose of the amendment

The purpose of this Amendment is to update the Official Plan's Separation of Uses and Second Units policies to reflect the Provincial Policy Statement 2020 and the Planning Act, R.S.O. 1990 c. P.13, and to update the Plan's Commercial policies to support the recommendations of the Thunder Bay Employment Land Strategy 2020.

Location of the amendment

This is a General Amendment and applies to all major facilities and sensitive uses, all residential lands designated within the Urban Settlement Area, and all commercial lands.

Basis for the amendment

In 2019, Section 16(3) of the Planning Act, was amended, requiring that Official Plans contain policies that authorize the use of two additional residential units in detached, semi-detached and townhouses, as well as the use of an additional unit in a building ancillary to such houses. The Official Plan's policies are being updated to comply with this legislative requirement.

The Provincial Policy Statement 2020 introduced land use compatibility policies requiring that municipalities protect the long-term operational and economic viability of major facilities by avoiding, minimizing and mitigating any potential adverse effects of such uses on nearby sensitive uses. The Official Plan's policies are being updated to be consistent with the Provincial Policy Statement and to comply with legislative requirements.

The Employment Land Strategy 2020 recommends that the City take a more flexible approach to allowing retail and office uses in its commercial areas. The current policy framework has been identified as being unnecessarily rigid, which is not conducive to fostering growth. Consistent with the recommendations of the Strategy, the Official Plan's commercial policies are being updated to allow retail and office uses to establish in all commercial designations, and to remove the distinction between food stores and other forms of retail.

The Strategy also suggests that in light of the ever-changing retail environment, the City should remove its Official Plan policy that requires a Market and Economic Impact Analysis for large-scale retail developments and instead allow market forces to shape the city's retail-commercial competitive environment. Consistent with this recommendation, the Market and Economic Impact Analysis policy will be removed as part of this Official Plan Amendment.

PART B - THE AMENDMENT

The City of Thunder Bay Official Plan, as amended, is further amended as follows:

- 1) The Separation of Uses policies on Page 29 are amended by deleting the first paragraph of this section and replacing it with the following:

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

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

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

- 2) The Second Units policies on Page 74 are amended by deleting the section in its entirety and replacing it with the following:

Additional Residential Units

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

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

- 3) The Commercial Areas, Strategic Core, Service Commercial, Regional Centre, Community Commercial, Neighbourhood Commercial, and Waterfront Commercial policies on Pages 82-87 are amended by deleting these sections in their entirety and replacing them with the following:

COMMERCIAL AREAS

Lands designated for commercial use, shown generally on Schedule A, and more specifically on Schedule E, are intended to be used for retail or wholesale activities, public and private office uses, service-related functions, cultural and entertainment facilities, as well as community service facilities.

In an effort to provide for the efficient distribution of goods and services, five commercial designations are established in this Plan. Areas designated as Strategic Core, Regional Centre, Service Commercial, Community Commercial, Neighbourhood Commercial, and Waterfront Commercial are differentiated according to function, permitted uses, density, and scale of development.

General Objectives

The general objectives of the Commercial policies are to:

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

Commercial Structure

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

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

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

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

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

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

STRATEGIC CORE

Lands designated as Strategic Core consist of the City's two traditional downtowns, and adjacent areas that are considered appropriate for some core area functions. These areas are intended to provide a full range of amenities accessible to residents and visitors, including vibrant streetscapes, shopping, business, entertainment, housing, transportation connections, and

educational, health, social, and cultural services. These areas are viewed as significant assets, important to the City as a whole, and shall function as identifiable, walkable, mixed-use districts of symbolic and physical interest.

Objectives

The objectives of the Strategic Core policies are to:

- maintain and enhance the Strategic Core areas as unique focal points of activity, interest, and identity for residents and visitors through the provision of the fullest range of urban functions and amenities;
- strengthen the vibrancy and economic viability of these areas through the integration of retail, office, and service commercial uses with other uses such as housing, social and health services, recreational opportunities, cultural activities and events, government, and emerging businesses ;
- attract new development, employment, and housing to revitalize these areas;
- encourage intensification by accommodating higher densities;
- promote walkability by facilitating the provision of adequate public transit, sidewalks, and visible, appropriately placed, well designed parking; and,
- enhance public safety and security.

Focus of Investment

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

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

Public Transportation and Pedestrians

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

Parking

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

Waterfront Connections

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

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

Public Open Space

The provision of public open space, in the form of active and passive parks, is recognized as an essential component within the Strategic Core areas for the enjoyment of workers, residents, and visitors to the City. In this regard, the City shall develop all existing parks and open space areas to their fullest potential, and shall consider the provision of additional public open space within the Strategic Core areas.

Retail and Service Commercial Activities

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

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

Residential Development

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

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

Existing Industries

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

Intensification

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

Revitalization and Redevelopment

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

SERVICE COMMERCIAL

The City's Service Commercial corridors provide important links between commercial areas and neighbourhoods, as well as services to the travelling public and commuters. Service Commercial areas are intended to accommodate a range of commercial and service-based uses that are auto dependent and may include uses that require both a storefront and warehousing or workshop.

Commercial development within this designation is limited to a maximum gross floor area of 9,290 m².

Objectives

The objectives of the Service Commercial policies are to:

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 500 m² are permitted within the Service Commercial land use designation.

Residential Uses

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

REGIONAL CENTRE

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

Objective

The general objective of the Regional Centre policies is to:

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

Retail Stores

Retail uses shall have a regional draw or require floor areas over 4,600 m² which are not suitable in other commercial areas.

Shared Access

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

COMMUNITY COMMERCIAL

Community Commercial areas are intended to provide a range of retail and service uses, that are intended to serve multiple neighbourhoods. These uses should be concentrated and developed as a single site at appropriate locations along arterial roads, or as a traditional main street. Commercial development within this designation is limited to a maximum gross floor area of 20,000 m².

Objective

The objective of the Community Commercial policies is to:

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

Residential Development

Residential development may be permitted within the Community Commercial designation in areas where it does not detract from the function of the Community Commercial designation.

Where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

NEIGHBOURHOOD COMMERCIAL

Neighbourhood Commercial areas provide for a range of commercial uses on small sites, and are intended to serve the convenience-based needs of the immediate neighbourhood. Uses are to be concentrated with the total gross floor area of all uses not exceeding 1,000 m². Single uses requiring a gross floor area over 500 m² are not permitted.

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

Objective

The objective of the Neighbourhood Commercial policies is to:

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

Residential Development

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m² are permitted within the Neighbourhood Commercial land use designation.

WATERFRONT COMMERCIAL

Waterfront Commercial Areas are intended to function as focal points for future waterfront initiatives and community activities, and allow for the development of waterfront-related commercial uses, residential uses, recreational opportunities, and entertainment facilities.

Objectives

The objectives of the Waterfront Commercial policies are to:

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

Residential Development

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m² are permitted within the Waterfront Commercial land use designation.

Industrial Development

Lands within the Waterfront Commercial land use designation include all lands considered necessary to accommodate commercial development into the foreseeable future. It is recognized that it may be many years before market forces support the development of the uses envisioned within the Waterfront Commercial designation on Mission and McKellar Islands. Therefore, until such time as this type of development occurs, a limited range of light industrial uses may be permitted.

Development Standards

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

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

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

Attractive and appropriate lighting will be required to enhance visibility and safety in all public areas.

The screening of all utilities and other facilities that are incompatible with an attractive waterfront environment will be required.

City of Thunder Bay
Zoning By-law Update 2022
Engagement Summary

Project description

The Zoning By-law contains the rules and regulations that implement the policies of the Official Plan. It's one of the City's most important development tools. A review and update of the City's Zoning By-law began shortly after a new Official Plan was approved in 2019. The purpose of this review is to update the Zoning By-law regulations and mapping to bring them into conformity with the Official Plan and current legislation.

On October 18th, 2021 Planning Services presented a first draft of the new Zoning By-law to City Council and was directed to proceed with consultations to gather feedback from stakeholders, agencies, the business and development community, and the public.

Consultations began on November 8th, 2021 and will conclude with a Public Meeting on March 22nd, 2022.

What we did

Advertisement and outreach

Timeline of events

Project phase	Key dates (2021-2022)	Advertisement, notice, or public event
First draft	November 8 th	Media release for first draft Get Involved project page and Backyard Home Survey launch
	November 9 th	Social media post
	November 10 th	Notice email sent to agencies
	November 20 th	Newspaper notice in Chronicle Journal
	November 23 rd	Open House at Knights of Columbus
	November 27 th	Newspaper notice in Chronicle Journal
	November 25 th	Chamber of Commerce/CEDC Consultation Event
	November 30 th	Virtual Open House
	December 2 nd	Open House at Oliver Road Rec Centre
	January 17 th	Updates to Backyard Home Survey
Second draft	January 18 th – 30 th	Backyard Home Survey social media campaign
	February 25 th	Second draft posted on City website Newspaper notice in Chronicle Journal
	March 4 th – 13 th	Promotional campaign on social media
	March 7 th	Media release for second draft
	March 12 th	Newspaper notice in Chronicle Journal
	March 14 th	Open House at City Hall
	March 22 nd	Public Meeting in Council Chambers

Media Release

A media release was issued on November 8, 2021 to mark the launch of the first draft of the new Zoning By-law online. Mayor Mauro and Director McEachern were interviewed about the By-law and encouraged the community to engage in the consultation process.

Another release was issued on March 7th, 2022 to inform the public about upcoming Open House and Public Meeting events.

City of Thunder Bay Website

Through the City's Get Involved platform, a project-specific information page was launched on November 8th, 2021 including project timelines, contact information, an overview of 'what's new', draft documents, a survey on Backyard Homes, a general feedback form, and information on how to get involved or get more information.

1,649 people visited the site and 259 people participated in the survey or filled out the feedback form.

Link to project page: getinvolvedthunderbay.ca/rethink-zoning

Connecting with Agencies

On November 10th, 2021 an email was sent to agencies notifying them of the project and requesting feedback. The list of agencies included all those typically circulated on planning applications such as City divisions, ministries, public boards, and utilities. This email provided information how to provide feedback and included a link to the draft By-law and project webpage.

Newspaper Advertisement

Engagement opportunities were advertised in the Chronicle Journal on November 20th and 27th, 2021 and again on February 25th and March 12th, 2022. The ads included information on Open House and Public Meeting events and how to submit comments.

Social Media

On November 9th, information about the new Zoning By-law was posted on the City's social media accounts.

A promotional campaign ran between January 18th and January 30th to share information about the proposed Backyard Home regulations, and to encourage participation in the Backyard Home Survey.

The ads reached 65,412 people and resulted in 828 interactions.

A second promotional campaign ran between March 4th and March 13th to advertise the March 14th Open House and March 22nd Public Meeting events.

Libraries

Hard copies of the draft By-law were available for public review at all of the Public Libraries.

Public Engagement

Open Houses

Planning Services held three in-person and one virtual Open House.

Date and Time	November 23 rd , 2021 4 to 8pm	November 30 th , 2021 7 to 8pm	December 2 nd , 2021 4 to 8pm	March 14 th , 2022 3 to 6:30pm
Location	Knights of Columbus	Online	Oliver Road Community Centre	City Hall Foyer
Number of Attendees	7	Unknown	10	# Not yet available

Poster boards on display at the in-person Open Houses included information on:

- Project Timeline
- What is a Zoning By-law?
- Additional Homes (Backyard Homes)
- New Zoning categories (Urban Low Rise, Urban Mid Rise, Urban High Rise, Urban Mixed Use, Neighbourhood Commercial, Pedestrian Commercial and Commuter Commercial)
- New Terms and Definitions
- New boundaries for Environmental Protection

Copies of the draft By-law were available for viewing and staff were present to answer questions.

Virtual Open House

For residents unable to attend the in-person Open Houses, a virtual open house was live streamed on Shaw Cable and the City's website. There was a presentation by Planning Services staff followed by a question and answer period. Viewers were able to phone and email in questions during the live event.

Online Survey

An online survey provided the opportunity to comment on Backyard Homes and the proposed height, size and setback regulations. The survey was launched on November 8th. On January 17th, four additional questions were added to the survey. Everyone who participated in the survey prior to January 17th was invited to submit responses to the four additional questions.

There were 229 people who participated in the survey. Of those respondents:

- 63% indicated that they are in favour of Backyard Homes
- 61% support the proposed height of 4.6 metres.
- 51% support the proposed size and the proposed setbacks
- Majority who responded do not support changing the proposed size limit. , nor changing the setbacks

A summary of the survey results including the verbatim comments submitted is provided in Appendix A.

Online Feedback Form

The project website included a form to submit comments and feedback. The City received 80 feedback forms, of which 57 were online, and an additional 23 made directly to Planning Services staff. Comments have been divided into three categories: Infill and Intensification, Backyard Homes and Support for Business.

The following are the most frequently mentioned comments. The number in brackets beside the comment indicates the number of times the comment was mentioned beyond the initial statement. Some individual comment submissions included multiple statements due to the open ended nature of the feedback form (i.e. multiple bullet points may have originated from a single feedback participant).

Infill and Intensification

The majority of feedback provides comment on the proposed regulations that support infill and intensification and increased density in residential neighbourhoods. Many of the comments reflect differing opinions and opposing views.

Comments that are supportive include:

- There should be no minimum lot size or frontage requirements for accessory apartments (2)
- Mixed residential neighbourhoods with more housing options would be a positive change (5)
- More opportunity for multi-unit, mid-rise and affordable housing is needed (3)
- Increased density is a good thing (2)
- Neighbourhoods should be more walkable (2)
- Stop urban sprawl (4)

Comments that are not supportive include:

- Multi-storey apartments will swallow up one storey homes (4)
- Proposed 12 m height is too high (5)

- Parking should not be reduced (2)
- Drainage and stormwater issues will result (7)
- There will be a loss of privacy (5)
- Shadowing of neighbouring properties will occur (4)
- Property values will be negatively impacted (4)
- Overcrowding will occur (2)
- There is inadequate infrastructure to support increased density (2)
- There will be a loss of landscaping (3)

Backyard Homes

The commentary on Backyard Homes is very divided. There is strong support and strong opposition.

Those in support see Backyard Homes as an opportunity to provide affordable housing, housing for aging parents or students, or to supplement their income. They believe that they will add to a property's value and increase the City's tax base.

Those opposed feel that Backyard Homes will infringe on privacy, devalue properties and result in overcrowding. Parking, noise, congestion and drainage are all noted as concerns.

A number of comments suggested that Backyard Homes should also be permitted in the City's rural areas.

Support for Business

Comments generally support fewer restrictions, less red tape, and less control on businesses. It is suggested that it should be easier for businesses to develop in the downtowns and in neighbourhoods.

Feedback About The Process

- The process is cursory and ineffective at collecting quantitative data
- The survey was poorly designed (3)
- More consultation is needed

Other Comments

- The By-law should support the Waterfront trail (3)

Stakeholder Engagement

ReThink Zoning Information and Consultation Event – November 25th

Thunder Bay Chamber of Commerce together with the Community Economic Development Commission (CEDC) held an information and consultation event at the Delta Hotel on

November 25th. This event was attended by approximately 60 people. Planning Services staff made a presentation by followed by questions and answers.

Many of the questions related to the changes proposed to encourage business growth and development. Participants were interested in the regulations that support multi-unit and affordable housing and had questions about the types of incentives that could be offered to encourage the development of more housing to accommodate job growth in the mining sector.

Stakeholder Meetings

Meetings with several stakeholder groups have been held to share information about the proposed By-law and to receive feedback. Groups and meeting dates are listed below.

November 2nd, 2021 – Earth Care Advisory Committee

November 16th – Ontario Association of Architects

November 27th – Clean, Green, and Beautiful Committee

December 1st - Thunder Bay Real Estate Board

December 7th - Thunder Bay Waterfront BIA

December 10th - Lakehead Region Conservation Authority

December 16th – Heritage Advisory Committee

January 11th, 2022 - Fort William BIA

January 13th - Accessibility Committee

January 13th – Thunder Bay Builders and Developers

January 15th - Westfort Businesses

January 26th – Chamber of Commerce

Agency Feedback

The following Provincial Ministries have provided comments indicating that they have no concerns with the proposed Zoning By-law:

- Ministry of Municipal Affairs and Housing
- Ministry of Northern Development and Mines, Natural Resources and Forestry
- Ministry of Transportation
-

The United Way of Thunder Bay and the Thunder Bay Housing and Homelessness Coalition provided comments in support of residential intensification and additional residential units.

The Regional Multicultural Youth Council provided comments on the impacts that restaurant and bar uses can have on youth focused facilities.

Peer and Legal Review

Lehman & Associates was retained to review the new By-law for consistency with Provincial legislation, regulation and guidance, and to comment on the proposed regulatory framework. Comment on the By-law's adherence to planning principles and best practices was also provided.

Legal Services also conducted a review of the By-law's scope, and the regulations related to administration, interpretation and enforcement.

Next Steps

Comments and feedback received on the first draft of the new Zoning By-law informed the second draft, which was made available for review on February 25th, 2022. A statutory Open House will be held on March 14th, 2022 followed by the presentation of the second draft to City Council at a statutory Public Meeting on March 22nd, 2022.

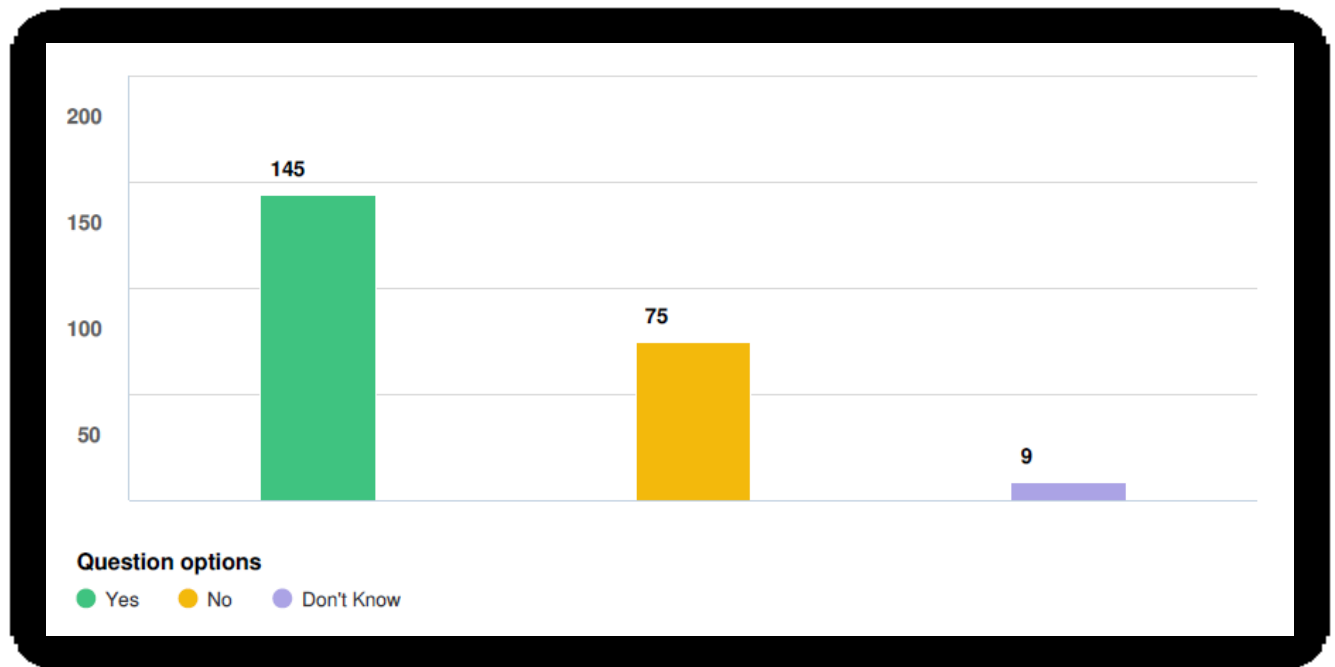
Appendix A: Online Backyard Survey Results

A total of 229 surveys were received from citizens. The survey questions and results are summarized below. While 229 total surveys were received, residents may have chosen to skip some questions resulting in variations of the cumulative total number of responses on each individual question.

In this report, all foul language, targeted disparaging remarks, or identifying names have been removed from citizen comments – this has been minimal and has not impacted the nature of the results or intent of the responses.

Question #1:

The new Zoning Bylaw contains provisions that will allow most urban residential properties to construct a backyard home. A backyard home is an additional building on the same lot as a detached house, semi-detached house, or townhouse. In order to construct a backyard home, specific lot size, building size, and setbacks will be required. They will be required to follow regulations that are similar to the existing requirements imposed on detached garages. Are you in favour of the City permitting backyard homes?



Question #1.1 *If “yes” or “no” is selected > Please explain why or why not*

Yes	Affordable Housing is needed. Parents of homeowners accommodated
Yes	To allow for better usage of property, better usage of city's services and increase in revenue for city instead of going to Real Estate long term products.
Yes	Our city is ridiculously short on housing and seem to only support mcmansions and the people we can afford to build them
Yes	it a great opportunity to grow our community
Yes	Allow affordable housing for friends or family
No	Environmental sustainability
No	Parking in my neighbourhood is already a nightmare with homes converted to rooming houses with students and cars. Street can't get plowed. They park on both sides of the street, don't understand calendar parking-double home lots would only make the problem worse. And then, let's talk infrastructure-sewers and water lines aren't efficient for current dwellings and now you want to add to it?!? Policing stretched to the limit now, who's going to police the increased population. These are only 3 examples Off the top of my head, but there are more.
Yes	I think its a great idea. Especially for families that have growing families with children getting older. Also for families who have home run businesses.
No	It's not needed
Yes	If someone wants to build on their own property, they should be able to.
No	There is no need to create more urban congestion. Parking is already an issue in many neighbourhoods. No one wants a neighbour's backyard home so close to their yard and house. The choice of the builder affects others unfairly! We don't need to be living so tightly. We all enjoy and appreciate space and privacy. This is a problem many cities in southern Ontario are experiencing and most residents HATE IT! Please don't allow this.
No	Allow home owners to have extra space for rentals & deminish property values
Yes	Better land use and can help address housing shortages
Yes	There is an affordable housing shortage in the city and an aging population where having smaller houses can resolve.
No	This seems to promote more crowded areas as opposed to spreading out around the city. Plus, less backyard green spaces would be in our community.

Yes	
Yes	An opportunity to earn rental income
Yes	I could have my mom close by.
Yes	It is important to increase ability of family members to care for aging and infirm members. It is important to have space to house extended family. It is important to make best use of urban infill to maximize existing infrastructure. This helps.
Yes	Increase tax base, affordable housing, density.
Yes	Allows for greater capacity
Yes	Multi generational living. Old age assistance. Adult children assistance.
Yes	Housing is totally unaffordable in Thunder Bay for our average citizen. This includes ownership and rental. More housing will driving prices down as vacancies become more regular. It's also insanely competitive to rent or buy currently leaving people stuck in bad situations because of affordability and inability to compete. We need a housing market that is appropriate for our average citizen
No	It will inevitably lead to overcrowded lots.
Yes	Gives more families room to grow
Yes	Housing prices are out of hand.
Yes	Adds to property value and supports urban development and infilling
Yes	I plan to build a backyard home for my elderly father. This is convenient because it gives him independence, but he is close to family supports. It's also more economical than living in a nice quality LTC home.
Yes	To accommodate the aging population as it is not uncommon for adults to move their parents into their home instead of care facilities, also young adults are choosing to stay home longer during school and post-secondary training. This would allow families to accommodate there teenage/adult children and give them the ability to learn to live on there own and prepare them for moving out into the world
Yes	You should be able to do what you want on your property.
Yes	With aging populations, it would be nice to have a home in the backyard so my parents could have their own space and yard still without the burden of being on their own.
Yes	Reduce urban sprawl
No	The demand for homes should be predicated on the increase of population, this would allow landlord type situations of increased density and demands on infrastructure without proper control.

Yes	To support families and multigenerational support systems. Keeping seniors in their homes and independent.
Yes	I have been trying build a garage with an apartment for elderly relatives and have been stopped by city bylaws
Yes	Families should be able to support eachother without being burdened by insubstantial bureaucratic details.
No	No because it doesn't take into account the current flow of traffic, drop in water pressure, storm and sewage sewers not equipment to handle increase, increased noise and light pollution, devaluing of homes around it, increase in noise, etc.
No	We bought into our subdivision w an expectation that it wb for single family dwellings.....not otherwise. We are adamantly opposed to any changes!!!!
No	There is enough land in Thunder Bay to build houses, space is not limited. Housing developments are still going strong and there is no reason for anyone to build on top of build. When I purchase a house , I consider the proximity of my neighbours, the views, the privacy (back yard / front yard). Now, all of that can change in a second by having extra backyard houses, extra neighbours. If I wanted to live where there are lots of people then I would buy a condo. Thank You.
Yes	
Yes	I am for this is as it would help reduce urban sprawl and promote alternative forms of income for families
Yes	I think it is one of the solutions to housing affordability and addressing issues with older citizens wanting to remain in a home but near other family members. My greatest concern is effects of added densification on city sewage services for The neighborhood where it occurs and effects on runoff and drainage. I don't think it should be allowed except for new subdivisions or through an amending process for existing subdivision plans.
No	Imposing on neighbors views, too close, to other homes, privacy,
Yes	the city need more population within its limits . more homes would help
No	I moved to a residential are where there was one home and space in the backyard- if I wanted multiple home on my street I would live downtown- whose Idea was this and for what purpose????
Yes	I believe that we have a shortage of affordable housing in Thunder Bay and this will help ease the problem somewhat. Also, I think the senior housing crisis can be helped with this as well. Families can have their loved one live independently close to care givers
No	How are you going to hook up the sewage line? Dig under the house?
Yes	Housing availability needs to increase for our vulnerable population

Yes	This is a fantastic idea. I would build a small house for my mom or dad so they could help raise my kids. Or I could take care of them as they get older. I have a large lot so this would be easy for me.
Yes	Urban infill. Its smart. Can help people financially.
Yes	I think multi generational homes are becoming more appealing, but people would still like their own space.
Yes	My parents are aging, we have 3 acres of land, and if we could build a tiny home in our backyard, we could look after the needs of cutting the lawn, shovelling, etc and attend to them as needed, without them losing their independence
Yes	It will be a great way to increase population density, help with the housing crisis, and bring more property value to homeowners
Yes	there is very little affordable housing in Thunder Bay. Many seniors would be able to avoid entering LTC if this option was available. Many people with disabilities could avoid LTC/supportive housing if this option was available.
Yes	Increase density within the city & tax base without contributing to urban sprawl or expansion of services such as sewer and water.
Yes	I think it's a good idea
Yes	when my husband passed away back in 2010 i had no problem managing the house but my health turned for the worst now i cant do much so now i need to sell but cant afford the rent in the city which is over \$1200 a month on my income from cpp disability all i can afford is maybe \$500 a month so im stuck here and cant even get house cleaned or driveway shovelled cause i cant do it with my copd or even buy wood for heat with that cheap income i get
Yes	It would allow us to have our elderly parents and grandparents live close to us affordably while allowing them their own living space. It would also allow me to teach my children when they're old enough how bills work and what living on their own is like without throwing them to the wolves.
No	adding an additional house on an already small property in thunder bay is an extremely bad idea. These houses/ tiny homes will be rented out to individuals who cant afford normal housing or apartments. more than likely have some type of mental health issue. i spoke to ian angus about these tiny home ideas 3 years ago. the proposed lots they want to use are 25'x100' lots of the 33'x110' lots. the city already has a percentage based calculations on number of out buildings on a property. a certain percentage of lawn needs to be maintained
Yes	We do not have enough housing
Yes	Have a double lot, am a single mother I would build a second home on my house for extra income, and to use space that is otherwise not in use.
Yes	I'm a single mother who has a large lot. I'd like to supplement my income as well as have a place for my parents as they age as I will be responsible for their care.

Yes	To provide affordable housing for family members needing to be close to assistance
Yes	With our aging population I think this is perfect to keep people independent and out of costly seniors homes and still involved with their families which would keep them younger
No	Opposed to the idea. No privacy, areas will be congested and city infrastructure (sewer and water) cannot support infilling.
Yes	It's getting harder for people to find affordable housing, so hopefully this will allow for some additional options
Yes	Creating single person housing on existing land eliminates the high cost of land normally associated with infilling. Existing underground infrastructure can easily be tapped into by the owner without excessive cost to the municipality. By locating within the existing urban area tenants have ease of access to transit, shopping etc.
Yes	Perfect way to house elderly parents while still giving them independence.
Yes	I believe in intensification of our cores. However, I would not allow this in areas outside of the Thunder Bay Expressway. Developers may find this an attractive tool. Families with seniors may find this an important alternative to institutionalization. This will extend the time before outward growth is needed, time the city will need to buy lands on the periphery from developers who would otherwise press the city to expand the city prematurely.
Yes	More affordable housing needed in town
Yes	to help people find affordable housing
No	My area has very small lots, I can't build a garage or a driveway but I can have an extra house?
No	Neighbors will suffer the side effects of higher density living conditions.
No	I just think our city will be opening up a completely new set of problems with over crowding & more trap houses to police
Yes	I would like to build on my property so a family member can live in it, as a dependant
No	Houses are close enough together as it is, it would look horrendous. What about the removal of snow. I can see this project being taken advantage of and many laws ending up being broken.
No	I saved for 35 years to buy a single detached home in a nice neighbourhood. Given our sorry state of bylaw enforcement I have no confidence that rules pertaining to backyard homes will be followed. Currently, we do not have the ability to enforce what is already on the books. The entire concept is an answer in search of a question. There is no affordability issue in Thunder Bay in comparison to the rest of the province. If small homes on small lots is what people want then zone

	accordingly and not in a retro active manner.
No	I feel this will congest neighborhoods even more.
No	I think its unnecessary. We don't have a population like Toronto or Vancouver where property space is in short supply. There's plenty of land up here that folks can build on. It will ruin urban neighbourhoods by lessening privacy in backyards and blocking out sunlight to neighbours property that's already in short supply in the winter months.
Yes	The cost of living is so high, to support aging parents or mature children, shared responsibilities/child care/maintenance
Yes	Could help provide space for an aging population. Stop the urban sprawl of the city.
Yes	I think it's a great alternative to long term care if you have aging parents, and a great income/ housing opportunity if someone builds to rent.
Yes	Some properties already have multiple house/accommodations. Why not allow everyone to be able to do what they want with property they own.
Yes	people should have a right to options when it comes to expanding their homes and property
Yes	The property is already owned, plus could allow for downsizing. Leading to more supply and lower prices.
No	No need
Yes	It's a smart solution to the housing crisis as well as our baby boomer population and the lack of care homes/care givers available. It is also a great idea for new immigrants and their sponsors. It's a fantastic way to give some sense of Independence to person's with disabilities. Furthermore it could have the potential to increase property values for home owners.
Yes	I feel it would help solve a lot of the housing crisis we often see in Thunder Bay. It would also allow our very large aged population another option of independence within close proximity to family.
Yes	senior parent might benefit, as well as children trying to get a start in life
Yes	Smart use of space
Yes	Popular in other communities in the north, and is a chance for additional income for citizens.

No	It will great over crowding transient neighborhoods. It will make areas more dangerous these backyard homes will be perfect for drug trafficking and increase property takeovers. Completely ridiculous idea.
Yes	Increasing density, reducing further sprawl. Increasing available housing.
Yes	To help with housing shortage and homelessness and also support family's caring for elderly and others
Yes	We need more affordable housing
Yes	In fill and density are needed in all communities to support needed sustainability transitions. Bylaws changes that make this possible are overdue and imperative.
Yes	Allows for further densification of our city
No	More noise from neighbours, less privacy
Yes	The city demographics show an aging population. Many of us do not want our elders.in retirement or nursing homes if we can help it.
Yes	I have a very large lot the I would like to build semi for both of our parents to live in. That way we can be there as they need more help as they age. We do not have extra frontage but room for a driveway to the back.
Yes	Thunder bay needs more density and less urban sprawl. We need more affordable housing for low to middle income people
Yes	As it would allow people to build affordable rental units or housing for senior parents
Yes	More affordable housing for population, also allows elderly or semi dependent to live near others (family)
Yes	Better and more efficient use of land and resources ... leading to a more walkable city landscape, a better lifestyle than an urban city built around the automobile ...
Yes	As a senior would like to be able to build a small home on my child's property
Yes	Affordable housing for elderly family and rental opportunities.
Yes	Housing affordability
Yes	With the shortage of affordable housing this would allow some families to provide an affordable home for a family member who would otherwise be homeless.
Yes	Allows for parents/in-laws to be taken care of.
Yes	In law suites would be nice, or even for older children that want independence but also want to stay at home
Yes	It may help the accommodation shortage
Yes	May help alleviate senior housing, better use of urban space, urban infill

Yes	This will help give independence for elderly parents not ready for home yet. Like a granny suite. So family can be close. Also for young adults not quiet ready to fully move out on their own to have independence while having parents close by.
No	We have an epidemic of home-takeovers occurring in which out-of-town drug dealers prey on vulnerable people. Basically: This will allow for a trap house in every backyard. Further it puts the onus of affordable housing on individual property owners rather than acknowledging the incredulous rent prices being charged by landlords. We need rent control.
Yes	If you have sufficient space to construct a sm home than why not? I have ample space as my lot is approximately 2.5 acres. I would definitely build one for my aging parents to reside in. I pay outrageous taxes now, for three bags of garbage to be collected. I do have a side walk, I don't have a city sewer, I don't have city lite road, I don't have city water. Having said that, how much more would I have to pay in additional taxes to build a small backyard home?
Yes	Downsize without moving away. Design for accessibility. Granny flat. Guest house for family and friends. Provide added income through rental. Increase housing options in city.
Yes	For aging parents or disabled
No	The neighbourhood areas are congested enough as it is.
Yes	Could allow older individuals to live independently near family. Could allow young people and young couples a way to have their own home.
No	Traffic will be increased. It is a strain on drainage. Lack of privacy. People purchase a single family dwelling in a neighbourhood of single family dwellings. Those who want to add another building to the lot, should move to a neighbourhood where the density is appropriately planned for. Duplexes are appropriate dwellings in areas zoned for these. Do not take an area of single family homes, and change this. We are not short of land in Thunder Bay.
No	I believe it will infringe on peoples privacy too much and create undue noise and confusion in established neighbourhoods
No	This appears to be an attempt to potentially increase the amount of property tax collected, while disregarding the possibilities of excessive strain on aging infrastructure such as water and sewer pipes. In addition, the city would not be obliged to build new infrastructure for new subdivisions. Issues of privacy, aesthetics and shade appear to have been overlooked. Higher density populations caused by such a bylaw are not consistent with yards that create play space for children, as well as healthy recreational space for families.
No	Defaces the view and promotes water draining issues

No	Becomes a parking issue as well as lose any privacy in the back yard.
No	You are doubling your population on one lot. COVID 19 make you like other big cities 20000 people on a city block
No	Devalues property values
No	It might affect (negatively) real estate values within the neighbourhood, limits resell, possible parking issues, shadowing, privacy, proximity of dwellings increases the risk of fire to spread, and water drainage issues. Also, who is responsible for the backyard home, i.e., repairs, taxes, etc.. If it is rented space, evictions can be a difficult process.
No	Increased pressure on water systems, drainage problems from people building up their properties.
No	Decrease property values, parking issues, increased traffic, increase rentals to students and low income housing, noise
Yes	I think that it is important that we create a more dense tax base and use existing services rather than create more infrastructure that we have to maintain. My hope is that this will help to create more tax dollars for current infrastructure maintenance and help to keep tax increases lower. It can also help people create revenue from their properties.
Yes	More housing is needed
No	No. Concerned about added density, structure heights, property grading, traffic, noise.
No	Much of the areas where homes are crowded enough already and there are already water problems in many of these areas.
No	Privacy issues & overpopulating residential areas
No	<p>Since we are a mobile population, it is not uncommon for a single residence to possess more than one vehicle or a combination of vehicles and alternative use units. For a residence with a default property width of 40-50 feet or roughly 16 meters, the number of vehicles that can safely and easily park in front of said domicile can range greatly depending on the vehicle and its general length. This available frontage gets reduced considerably if a driveway and its associated access is then introduced. Using my own residence as an example, based on a 40 foot frontage and an on site driveway, at the curb only one other vehicle can park and be compliant with the rules established for such activities. While it is possible that as many as three small wheel base cars could be placed along the curb length between my neighbour and I, the middle vehicle would likely find it difficult to impossible to extract itself from the row without assistance or movement from one or both of the other vehicles.</p> <p>Should a second "backyard home" be added to property such as mine, the problem of on street parking would only become worse.</p>

	<p>Further, all residences are required to comply with a eco-environmental ratio that establishes how much house can be built on a property with stated dimensions. Backyard homes totally fail to comply; they push the ratio of dwelling to greenspace totally beyond the mandated limits for such construction. The degree of failure gets worse if the property being modified by such an addition falls within the old town plot where property widths can be 30 feet or smaller.</p> <p>The whole concept of single family dwellings being single family dwellings was and continues to remain in direct response to a desire and demand for personal space. This is not England or France or anywhere where the houses and residents are built and placed so close together that residents in one dwelling can hear the arguments going on in a house 2 or 3 doors down. Building space is not at a premium. There are many urban neighbourhoods that could benefit from renewal or reconstruction as opposed to having multiple families crammed onto a plot of land that was never meant to accept them.</p>
No	Reside in a single home area and want to keep it that way. Privacy and other issues could develop as a result of this. Not necessary in Thunder Bay
No	I don't think this is a very good idea. Turning single dwelling lots into multiple dwelling lots in established neighbourhoods is cause for numerous problems such as parking, snow removal and traffic congestion. Until the City can make the necessary repairs and upgrades to the residential streets, storm sewers, etc. this is definitely a poor idea.
No	Worried about water drainage
No	Lots are purchased for privacy and space. If you are lucky enough to have this space you don't want extra houses. Who benefits from these, just city taxes..
No	One's privacy can be jeopardized by an new adjacent building as it can be built within 5 feet of one's property so new residents can be looking into your window. Also, any previously admired views could be threatened as well as any natural light by the new structure.
No	This proposal creates neighbourhoods that can start to look like ghettos and is subject to abuse by homeowners that even increased bylaw enforcement will not see all of it or stop it. It also will increase neighbourhood traffic which is already steady now on our street.
No	I believe in increasing density, however in certain areas of the city there are already issues with sewer, water drainage and flooding plus increased shade in backyards with another building on site or one that may be taller. We bought our place to enjoy sunshine in the summer and winter in our backyard. Trees that have grown taller along a protected drainage area behind us have already impacted hours of sunlight we receive, but that's to be expected of nature.

Yes	For disabled family
Yes	For aged parents or disabled children
No	This will increase neighbourhood congestion, especially parking and noise. These bylaws are already useless and can't be enforced.
Don't Know	
No	Not in favour of any attempts to 'densify' the neighbourhoods.
No	because of concern about densifying rental and residential properties without concern, consideration or responsibility toward neighbours
Yes	We agree with your reasons stated on the website.
Yes	To slow urban sprawl
No	Encroaching on neighbours sunlight and privacy who have been there for years is unacceptable!
No	Study cities with high population densities, NOT AVERAGES! The first studies were done with mice or rats. Once past a certain level of density they began attacking and killing each other. Same as downtown Chicago, New York, Vancouver, etc.
No	area will be too crowded
Yes	Beneficial for added income
No	I am a residential home owner on a little smaller than normal lot frontage and would not appreciate any further buildings that could take away from my present situation. It is a very nice and comfortable neighbourhood now and I would hate to see it change.
No	Increased density. Property values impact. Impact on the nature of a neighbourhood. Increased lot coverage.
No	Encroachment on current sight lines. Parking may be an issue. Drainage and sewage may be issues. More power lines will be necessary.
Yes	Population density will increase the city's tax base without the need for additional infrastructure.
No	I am concerned about residential areas being turned into slums by allowing sub-par housing in garages. I am concerned with noise from garage apartments, crowded streets from additional on-street parking, crowded lots from additional structures being built, overtaxing water and sewer infrastructure, additional garbage and litter build up on residential streets, and declines in property values for people neighbouring these rental properties. I purchased my house with a specific flavour of neighbourhood in mind, and that is inconsistent with having these "backyard homes" in the area.

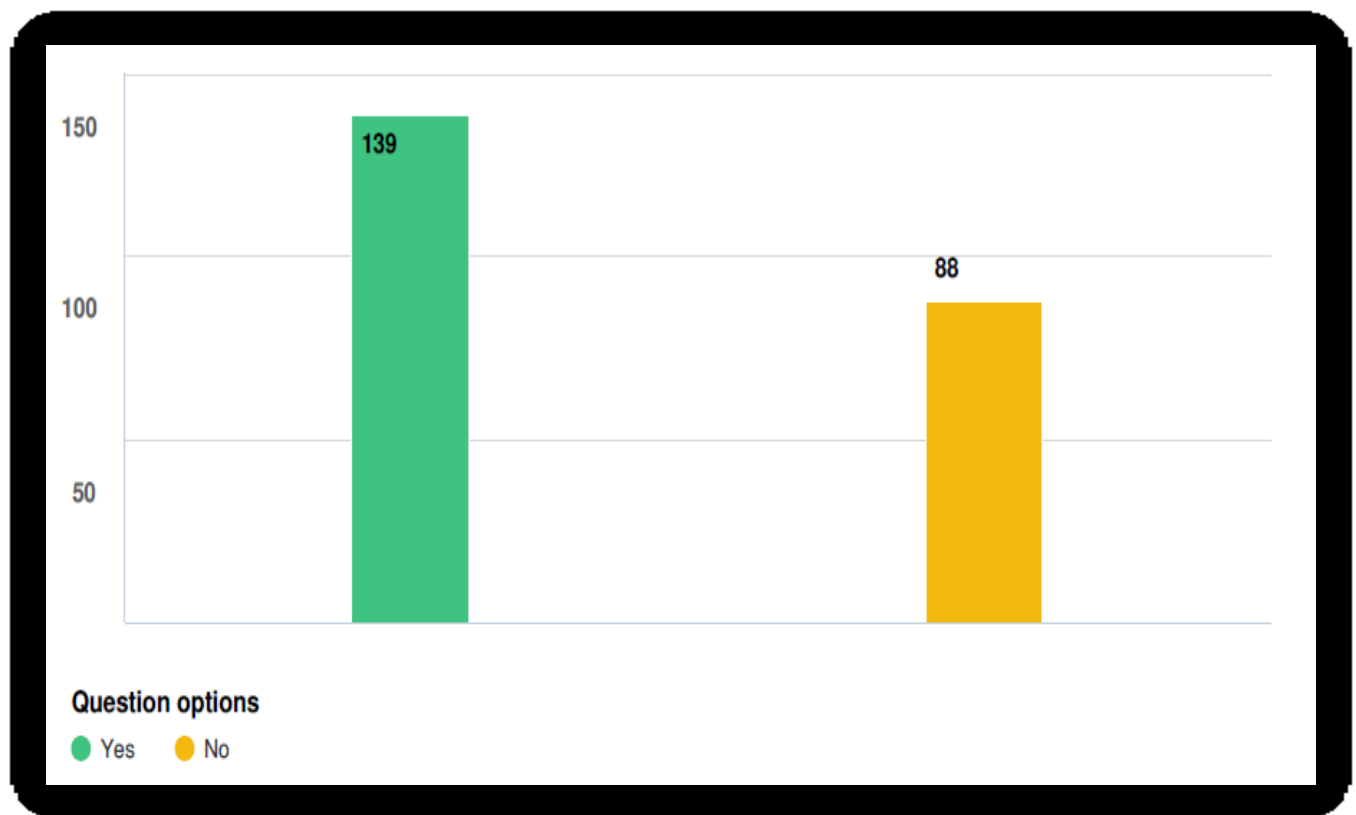
No	backyard homes will cause and increase in noise pollution, green house gas emissions from operating a home and extra vehicles present, it will increase the Human and pet population of areas to a level not sustainable for parking, sewer and water and will increase privacy concerns and clutter in yards causing pest infestation and increased crime.
Yes	I am in favour of permitting backyard homes as it will allow for more rental suites in the city. Additionally, these homes could combat the racism that many BIPOC folks face when trying to rent an apartment. They could also not necessarily follow the same strict rules for minimum rental terms (1 year leases) which could help many people who are more transient (may go back and forth to their home communities, etc.) While I am sure that not every person who has a backyard home would do this - the possibility is there and that would be a positive thing in our city.
No	<p>The concept of backyard homes is not well laid out. Who actually owns the home after it's built? The main homeowner? Or are they severing off part of the property? Who manages or is responsible for the backyard home owners conduct, yard upkeep, noise complaints, etc. If the primary home is sold, is the backyard home sold as well? Or is the main home defaulted to being a landlord? How does Landlord and Tenant Act work in these cases? There has been much attention and effort put forth to describe how they will work but not much related to all the other details. Access to sanitation drains and water supply means certain areas are not going to be eligible to create these because the infrastructure is insufficient. How will the City address complaints about unfair access to the projects? Will this mandate updates/upgrades to areas that are hugely expensive to a tax base? Speaking of tax base, who gets the property tax bill? What is the impact on services and billing on property after all of this?</p> <p>I'm still really concerned with the next owner of the primary residence and what options do they have if they don't want the backyard home on their property? Eviction? Tear down? Loss of value?</p> <p>How will the city manage people who aren't complaint with the bylaw (i.e. illegal conversion of garages or outbuildings to backyard homes)? There are already many violations to the planning guidelines for set back and square footage that introducing this bylaw will complicate enforcement to inaction. This is evident in other municipalities with illegal conversions and why not learn more from those jurisdictions?</p> <p>This is a bad concept, an attempt to address a housing shortage overall, making affordable housing to address need. But I think it is short sighted and will create sub-standard housing and slum areas and opportunity for more crime to exist in the City.</p>
No	<p>I am not in favour of backyard homes because they will take up space now used for trees and urban vegetable gardens, increasing hard surface lot coverage and causing grading and drainage issues to neighbouring properties (many urban low rise areas have no current drainage plans)</p> <p>The lot coverage of house and any detached structures should not exceed the current 35% or there will be insufficient green space to get to carbon neutral goal</p>

	<p>set by the City of Thunder Bay. The City of Thunder Bay has had minimal population growth in 40 years yet houses are built every year. The growth has taken place in the surrounding rural lots as people chose to make their camp property a year round residence or want larger lots for bigger houses. There is no need to densify and infill what has now been identified as urban low rise. The only way to make room for this infill would require removing the mature trees and gardens now present as buildings and driveways are added.</p>
Yes	<p>The major reason I support additional buildings on private lots is because I want to see restrictions on urban sprawl and development. I believe this means we must infill areas which have already been developed. This option will:</p> <ol style="list-style-type: none"> 1) save our City money by allowing development in-fill in areas where infrastructure such as water and sewer and roads already exist and are serviced 2) help buffer our local housing crisis 3) provide social benefits by opening options children transitioning to independence or aging parents requiring family support to live in small apartments close to family <p>However, the deeper concern I have is that our planet cannot handle further human development, we must not expand our human footprint any further. This decade has been declared the United Nations Decade on Restoration (https://www.decadeonrestoration.org) because we have literally 10 more years to prevent, halt, and reverse degradation of ecosystems worldwide. It is clear to me our Municipal, Provincial, and Federal Governments are not taking this issue seriously enough, or moving fast enough. Can Planning Services provide a solution? Can we think outside the box not just for the next 10 years, but the next 100 years? Our City's response to the climate crisis and biodiversity loss has been insufficient. So you have my approval for this project, with one caveat: find a way to restrict expansion and development of surrounding natural areas.</p>
No	<p>I am not in favour of backyard homes. Thunder Bay has not significantly grown in 40 years therefore there is little need to construct backyard homes, let alone have a goal of 20 per cent infill of existing urban low rise properties. There is probably more than enough land available for residential housing development within the city of Thunder Bay without placement of these backyard homes. This is a big city solution (namely Vancouver, Toronto, etc) to a problem that does not exist in Thunder Bay. Furthermore, allowing back yard homes will create problems with respect to privacy, shadowing, and drainage onto adjacent neighbouring properties. If 20 percent infill is achieved infrastructure problems may be created by straining water pressure, clogging sewage capacity, and having brown outs due to additional demand for power.</p>
Yes	<p>I am in favour of supporting additional housing measures for affordable options. Backyard homes are a great alternative. I also think simply allowing ALL existing residential homes that are detached or semi-detached to have legal accessory apartments would be a solid option for Thunder Bay's needs. Legal accessory apartments are even more important in my opinion. Semi-rural homes that are only partially city serviced or even those on well and septic should be allowed to have</p>

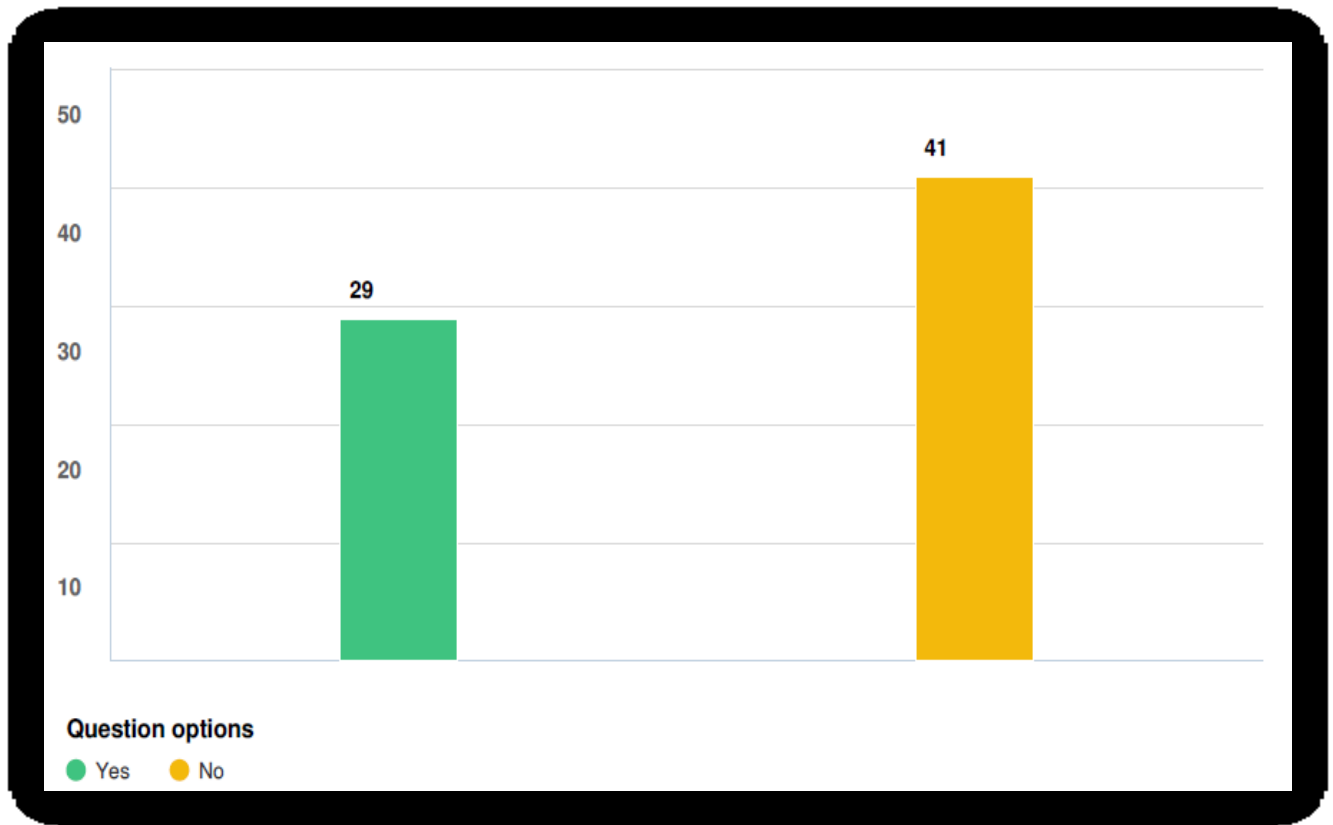
	legal accessory apartments. Perhaps the backyard homes should only apply for detached lots, but should easily be attainable for all detached homes.
No	Absolutely no increase in possible structure maximum height. If anything I would be looking a reducing it to 4.4 meters. Blocking available natural sunlight from adjacent properties, depending on orientation, is not an acceptable result.
Yes	I am in favour of backyard homes because I would like to see more urban infill in the City, and I believe backyard homes could be useful in achieving this.
Yes	I am in favour of the backyard home as I have a large double lot with a detached duplex. I plan to build a 4-plex on the backyard portion of the lot if the backyard home provisions are accepted. This will be cheaper and less paperwork then severing the lot.
No	<p>We are NOT in favour of any type of re-zoning wrt the expansion of building backyard homes. Home owners chose specific locations and one major factor in their decision process was the building density within specific neighbourhoods. The proposed re-zoning changes the “playing field” retroactively. The proposed changes have not taken into account negative effects regarding privacy, shading and the drainage issues that the adjacent properties will be subjected to. These changes also can also create major infrastructure problems with regard to sewer, water pressure and telecommunication demands. These are major concerns for every present home owner.</p> <p>Equally important is that the proposed zoning changes will have negative major implications on the resale value of many surrounding homes where it has been allowed to build additional structures. We have already "paid" many times over with a very high residential tax rates for the single unit lifestyle our homes enjoy and the investment value our homes bring. The city now wants to unilaterally change the rules. In essence, the city is now trying to take that "value" away.</p> <p>A bigger question is why is this proposal being brought forward to a city which is not growing and there is not a demand for this re-zoning.</p>

Question #2:

The proposed height for a backyard home is 4.6 metres, which is the same maximum height allowed for a garage. Are you in favour of the proposed height limitations?



Question #2.1: *If “no” is selected* > If you are not in favour of the proposed height limitations, would you be in favour of a height increase to 7.8m? This would allow for a garage with a second storey living space.



Question #2.1.1 *If “no” is selected >:* Please explain why you are not in favour.

Don't support backyard homes
Too tall, will ruin the aesthetics of the city. It is a beautiful city with trees and nature. I love how those aspects are visible in neighbourhoods.
As stated earlier.
Read our earlier commentswe are opposed to this PERIOD!!!
Please read above comments
I don't think homes should be built in the backyard within city limits
If this goes through you will have people renting etc and I am not in favour of this at all
This is like the tiny home crap. When building a building consider the cost per sq. Ft.
No privacy, areas will be congested, city infrastructure, especially sewer and water, cannot support infilling
Not in favor as it will cause nothing but neighbors fighting with neighbors
I just think our city will be opening up a completely new set of problems with over crowding & more trap houses to police
For the reasons stated in the earlier question and encroaching on neighbours or backlane property lines,
Ridiculous idea, we're in the middle of a zillion acres of unused land
This is a ridiculous idea that will destroy Thunder Bay. The fact this is being considered shows the stupidity of council.
I think this is a terrible idea. As explained previously.
Backyard homes are not needed in the city .
Can you imagine living in your home looking out the window enjoying you view what ever that maybe to having a building blocking the sun and having neighbours look down in your yard ruining your quality of life
I am not in favour of the entire concept.
Not in favour of any structure unless part of actual owners property
I don't want them.....
See answer to No. 2
I am not in favour of backyard homes.
Blocking of light/ view, property values decreasing.
Backyard homes should not be permitted

There should be no backyard homes.
Not in favor of backyard homes period
What is this garage that just happens to have an apartment above it? Why, it is just an euphemism for a back yard home. Nothing more than an attempt to disguise intent by making the residence look like an accessory rather than the actual reason for the construction being the height that it is.
same as # 2
I am not in favor of backyard homes of any size or height.
Not in favor of any height. My neighbour put on an extension with a balcony now he is looking out over my house all the time. Not fun.
My parent's neighbour built a huge garage that blocked the mountain view which was very upsetting for my mother as she used to enjoy that scenery while she did dishes. Never again did any of the neighbours speak to the builder of the garage (except in anger) and in retaliation they purchased the back lane to add misery to this person's life. Pre garage this was a very solid community so this invasion jeopardized the community unity.
I am not in favour of this proposal at all so your questions are not relevant.
See previous comment. When you buy into a developed neighbourhood, you already know the existing landscape and you don't expect it to change much other than an addition of a shed or a garage not dwellings. Adds more people, traffic on roads and recreational spaces. We already have traffic issues at Dawson Road and East Ave. As it was not well planned out especially with Tim Horton's, transports and the new Burger King.
Same as 2. above
Don't want any 'backyard' homes of any size.
same reason as above
Encroaching on neighbours sunlight and privacy who have been there for years is unacceptable!
It would just make the situation worse
4.6 metres is too high already. Then as I have been told by the City's Planning department that there is an allowance for accessory buildings to go a percentage higher than that.
If backyard construction is allowed it should be limited to one storey, with a height restriction of 4.6 meters. Adjacent properties lifestyles should not be negatively affected with regards to privacy or shading. If we wanted to live next to a large structure, we would have bought our home in a totally different neighbourhood.
I am not in favour of backyard homes at all, regardless of the height
privacy concerns for homes and people in their yards and yards with pools will be a big problem and potential wind tunneling in the winter causing high drifting snow and very windy conditions and also rain will run off peoples (backyard houses) into neighboring peoples yards destroying backyard landscaping, gardens, pools.

This presupposes agreement with the backyard home concept. Generally people like their green spaces and the last thing they want is to stare at more built structures in their backyards. Higher buildings now create different sight lines for both the aesthetic viewing of your own back yard but now lines of sight that people can see into your back yard and your home. Privacy for the surrounding homes is a changing factor that you are now enforcing on homeowners who choose not to have these things in their own yards, but by neighbours or investors maximizing their profits (why else would someone voluntarily put one of those in their yards - direct family members - eg grandma suites)? No, the introduction of higher level properties is an unnecessary intrusion to the peaceful and secure enjoyment of neighbouring properties and should definitely be one of the restrictions if, god forbid, this gets approved. Yes, currently houses exist with second stories but people know that when they buy into a neighbourhood. With this height implication, the City would be forcing neighbours to an intrusion in the enjoyment of their property. And no amount of "well just put up curtains" or "take it inside" arguments are valid. The rights of the many are not outweighed by the decision/choice of the few or the one when it comes to home privacy. Who is the City to enter the homes and bedrooms of its residents to say what you must or must not do to hang curtains? This is perhaps the most asinine aspect of the proposed bylaw.

I am not in favour an increase in height for any structure in the backyard area of residential lots. I am not in favour of a height increase to allow a home over a garage. Any home over a garage would only be accessible by someone able to climb a full set of stairs carrying groceries which would eliminate seniors, people with babies and people with disabilities who need walkers, canes and crutches.

Homes over garages would cause privacy issues for the neighbours since the windows will allow a clear view of the adjacent properties with no ability to create privacy with fencing or trees. Current decks and gardens on adjacent properties would have reduced sunlight due to shading from the 2 storey building and there would be an increase in grading and drainage problems due to the need for more driveway and parking spaces.

If backyard homes are allowed they should not be more than one storey, with a height restriction of 4.6 meters. A backyard home should absolutely NOT be permitted over a garage. Neighbouring properties must be protected from excess shading and invasion of privacy that a build more than 4.6 meters high would create.

As I mentioned previously. The minimum lot width should be 50ft and depth should be 110 ft. The 40% number, as a maximum, is a reasonable figure but without considering the traffic system design of the street connected is only speculative. A rule of thumb I would suggest is if there is sidewalks then 2 bedroom possible, no sidewalks 1 sleeping quarters is the maximum. With maximum sq/ft adjusted accordingly.

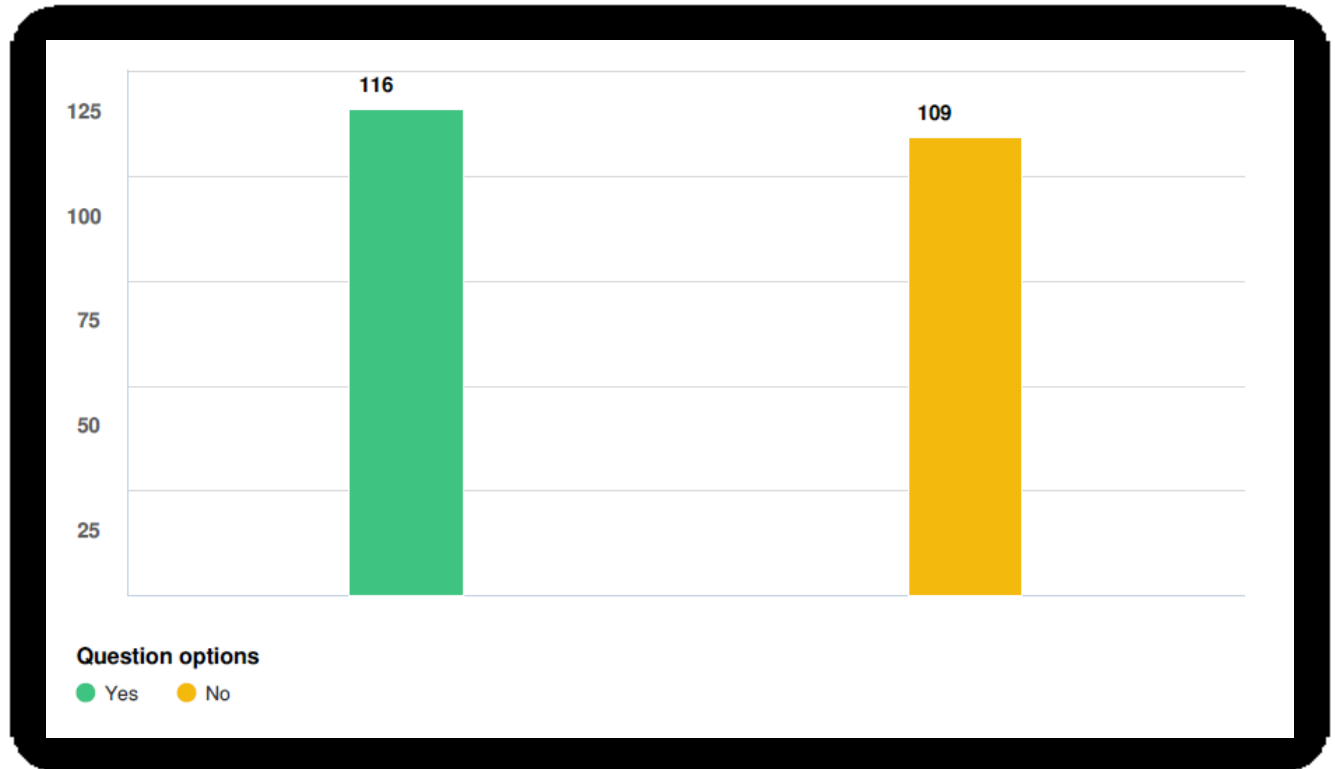
If “yes” is selected > **Q2.1.2:** Please explain why you are in favour.

This in my opinion should be allowed even now for garages. This would make more sense.
Many rural properties have ample space for a full sized second living quarters. Setting the height restrictions based on zone or property size would be best.
Same reasons as above. A single story will not justify the investment on the part of owners.
As we continue to work from home and also teach kids from home indoor office and learning space is essential to families in this era. Having a second story would allow extra amenities to allow people to maximize and enjoy their additional living space. A core floor home would reduce the bedrooms and sq ft of the project significantly and people will be more inclined to build with the proper restrictions to ensure builders and designers can include all needed amenities inside the new build.
Be able to build a second story living space on a garage as well as more options for taller garages and living spaces.
It makes sense to build on top of a pre-existing space.
I am in favor of 7.8m as it will allow for more space for home owners to properly curate their space as necessary.
It would allow people with existing garages to add another story and also allow the second home to have 2 stories
The home should be as big as people need it be. I think having fewer restrictions would encourage people to build a backyard to whatever specifications they want.
It may incentivize property owners to build housing onto existing detached garages and/or justify the cost of property owners to build a garage if the attached living space can be used as a source of rental income. This would add to the supply of rental units in the city and reduce rent for residents over the long term.
Allow for growth
cause i would like to be able to add a loft to my garage and increase the overall height and storage space on my property without building another shed or outbuilding
Would allow a young one starting out independent living
I think having a living space above a garage allows for more flexibility so that homeowners are not forced to choose between a garage or an Additional Dwelling Unit
Allows for green space, less cluttered yards, if the houses around are two stories as well it shouldn't be an issue. Allows for a garage/parking and living.
Because it would allow for a garage underneath, just like the "carriage" houses in Toronto are built.
extra storage, room for children etc.

We don't built "up" enough in Thunder bay.
This reduces the need for street parking for the residents of backyard homes. Also would allow a smaller home to be more functional with additional storage options in the garage.
Allows for more housing.
I think there are applicable situations with appropriate room to allow. where you would not be looking down or in your neighbour home.
Because two stories allow double the living space on same foot print. More density, less environmental impact. Limiting the backyard home to one story seems totally arbitrary
Allow a decent sized home so that parents have space to themselves
For me this is the ideal scenario as it maximizes the use of space and being able to maintain the garage will help limit the impact of increased vehicles needing to be parked on a street.
Reduced costs to build
As long as the height is only for a second storey above the garage and if it would be set back to 1.5m so that the house portion is not too close to a neighbour's property line.
More opportunities to prospective customers
The bigger the structure, presumably, the higher the value of the property, the higher the tax increase
YES! Please do that. I would love to be able to build a garage and an upper apartment on our property. I think a lot of lot sizes mean people would need to choose between a garage or a backyard home in order to still have yard space. This would encourage more people to put in backyard homes when they build a new garage
I am in favour of increasing the maximum height allowed for a backyard home to 7.8m for the same reasons listed above. While I recognize building upwards can ruin the aesthetic of neighbouring views, this is necessary to allow urban in-fill. However, can I add some caveats to my approval?
Allowing additional dwelling units that could be accommodated above detached garages seem to be one of the best fits for these types of housing options. This could keep a certain character or aesthetic within a neighbourhood and provide affordable choices. I think there should be a component of the bylaw that ONLY allows the additional height for a backyard home to be 7.8M IF it is above a detached garage. Otherwise the lower 4.6M should apply.
I am in favour of increasing the limit to 7.8 m because it offers the opportunity to be more creative in the building of backyard homes and possibly offer a larger space to the homeowner
I am in favour of increasing the height as the current height restriction would not allow for a proper home or apartment to be built.

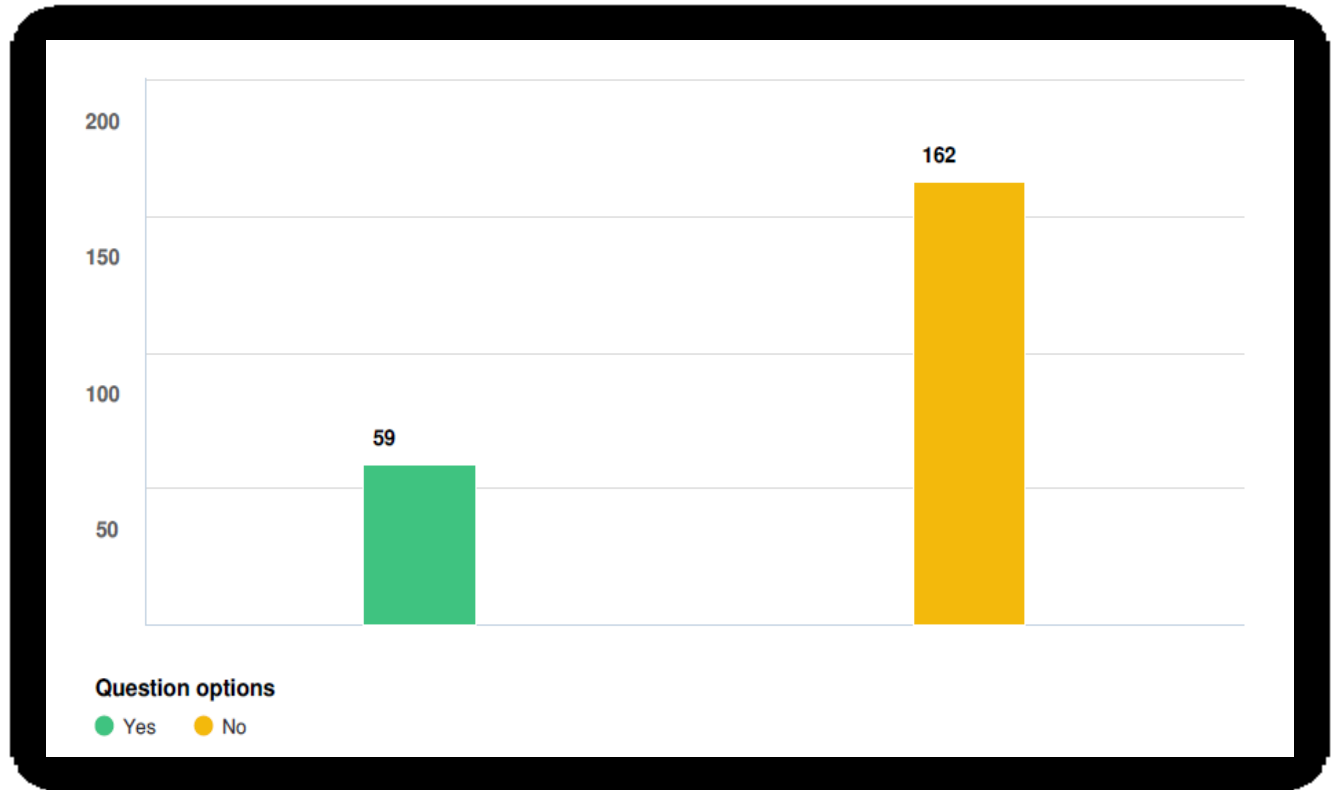
Question #3:

The proposed size of a backyard home is a maximum 40% of the gross floor area (total area of all storeys) of the main building on the same lot. The total floor area of all accessory buildings (backyard home, shed, garage) cannot be more than 100 square metres. Are you in favour of the proposed backyard home size limits?



Question #4:

Would you be in favour of reducing the size of a backyard home to a maximum of 40% of the main building footprint (area at ground level)?



Question #4.1 *If “yes” is selected >: If yes, please explain why.*

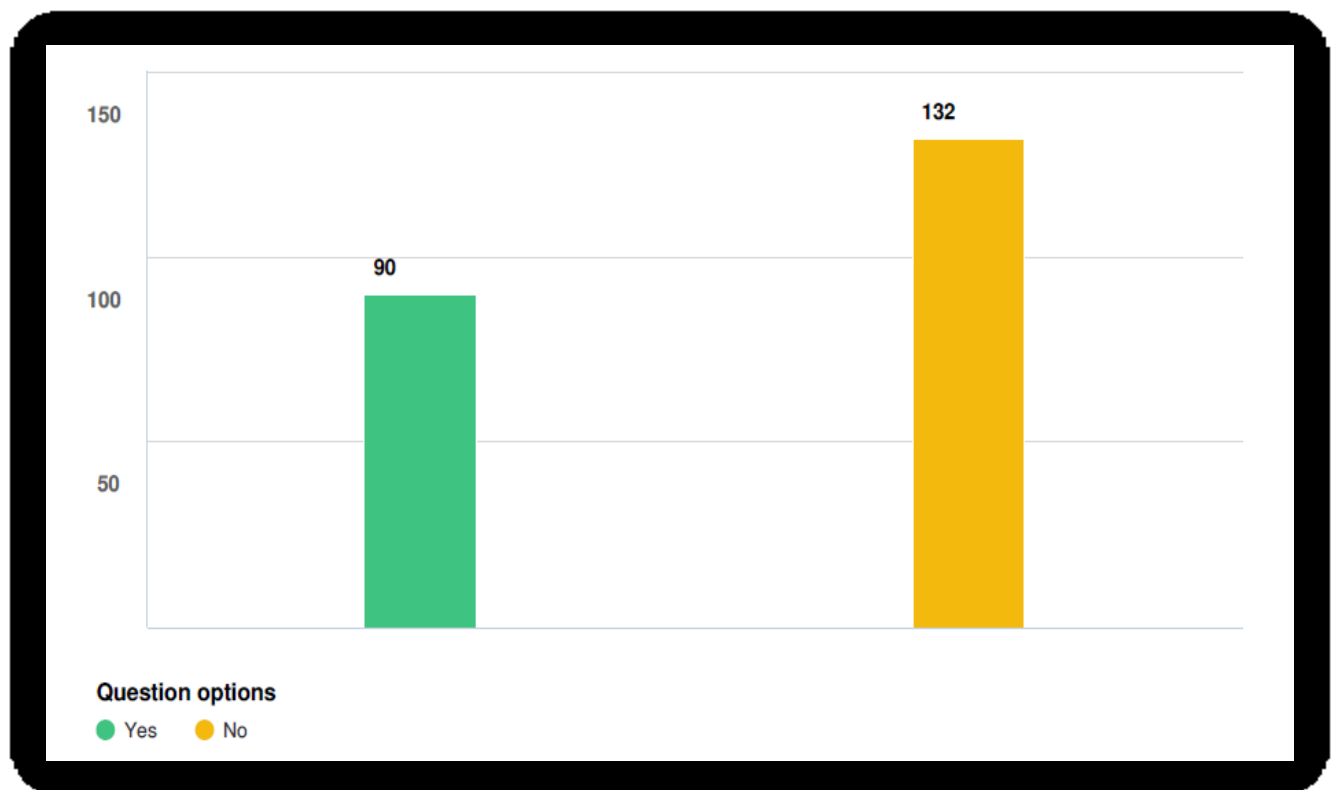
Tiny homes often have a very small footprint.
Too large of a building in case emergency services need to get close to a home
This should be lot size dependant small lot, smaller footprint.
City lots are crowded enough. We live in a city surrounded by empty land....why use a big city strategy?
Need for landscaping space on lots for trees shrubs and urban gardens. Need sufficient space for storm water snow storage and drainage on urban lots
insufficient room for drainage, storm water management, snow storage, maintenance of existing trees/vegetation or replanting of new trees/vegetation that would be removed to build backyard home
This is smaller than some people's garages. Depending on lot size, I'm sure that they could be built larger
The suggested size means that if several neighbours build backyard homes there will be very high density of houses and a vastly increased population in the area. There could also be very restricted views and light availability in yards.
Tiny homes are a practical solution to housing issues and a positive step to addressing the climate crisis (in our northern location with rising heating costs) and will help us shift to more sustainable living methods.
People will be tempted to increased paved areas for more cars. Please don't follow Toronto's example - keep the amount of permeable ground sufficient to avoid flooding during the expected heavier rains due to climate change. I have personally been caught in frighteningly heavy downpours lasting for days in southern Ontario - leading to floods.
Don't want them
It should be allowed if people want a smaller backyard home.
I think a backyard home is a bad idea
It shouldn't dominate the neighbourhood. More like granny suites, etc.
I think there should be a standardized ideal for backyard home. A large rural home could create a very large backyard home, a 2 1/2 story home would qualify a larger home relative to available space. it's such a tricky rule because it should consider all outbuildings and space and relative to adjoining properties.
The current upper size limit of ~1000 sq ft (100 m sq) is actually quite large. I would rather see the size limit less than that.
Our community needs more accessible, affordable, and quality housing and rental options for people especially seniors, youth, students etc. It would depend who is planning/operating development and purpose. If a backyard home could also be considered as how other communities have implemented 'tiny homes' models be developed and built, I support this.
It is enough for tiny homes
Would still leave some backyard space

This would perhaps address the amount of residents per lot area.
We do not need mini homes here. Our town has enough development areas available to use. We should disperse there as opposed to clogging up other backyard areas.
40% of all floor area is too big
If this is somehow allowed to proceed, the by-law must restrict the second dwelling to as small a footprint as possible.
backyard home should be small. this would ensure the remain proportionally smaller than the original home especially if that original home has several stories
I'm not sure. Is 40% of the main building big enough? What if The main building is already small? Shouldn't it just have a maximum size based on lot size and main house size?
There should still be room for a yard
We are not wanting multiple families living on one land. We are wanting young ones in transition while going to school or elderly parents in need of assistance to fill this void
40% is ok
I feel the homes could be considered Tiny homes and more affordable with a smaller size
This is a secondary home. Not primary.
Don't want the whole yard taken up by the backyard home.
If a house already has a detached garage then it should not be able to have a backyard home.
To zero
So the backyard homes do not get too large in size
Need to keep green space also
So you would still have yard space
So backyard space is not fully occupied by a building structure
My back yard is 2 acres, I have sufficient space
Sounds good
As long as does not hamper the view
If a property has a spacious backyard, then a backyard home would be suitable, however overzealous builders/owners could mean the city getting stuck with overcrowding
40% of ground floor level is less than 40% of the gross floor area as proposed in question #4
Could reduce a possible over crowding issue. Ground level accommodation could better serve those with and those that will have future health ie. mobility issues.
We should be avoiding excessive lot coverage - and the limits on size are reasonable for the purposes of a young single or young couple or senior - it doesn't need to be big enough for another family. Tiny homes are a interesting and useful concept to apply.
The intrusion on the neighbours is excessive!

Because if I say no you will interpret it as being in favour of larger area . Your questions are leading Not in favour of your limits They need more input NOT IN FAVOUR OF ADDING ANY MORE TO OUR POPULATION DENSITY We have the space.
I am not in favour of backyard homes. If they become a reality, then the smaller the better.
I don't want any area in Thunder Bay having buildings crowded together and looking like slums. The potential for fire spreading from one building to another is greatly increased. Snow removal is now limited. Where does the rain runoff go?
Without doing the math, I'm not really sure how big 100 Sq m actually is, but it seems quite large. I don't like the hard and fast rule of 40% of the main residence. I think what would make more sense is both homes can't exceed a percentage of the total lot. Ie the main home and accessory home can't be more than 65% of the footprint of the lot and no single dwelling can exceed 40% (or whatever the numbers are, I just made these up as an example). But this would for a bigger backyard home on a lot with a 700 square foot main house.
I am not in favour of backyard homes at all, regardless of the floor area

Question #5:

Would you be in favour of increasing the size of a backyard home?



Question #5.1: *If “yes” is selected > If yes, please explain why.*

I'm not in favour of backyard homes. It greatly adds to the density, noise, open space, and strain on infrastructure in the area.
If we want to actually have livable spaces with a denser urban fabric the sizes of backyard homes should be made to be as large as possible
a second house on a property doesnt have to be smaller than the first house. there's no logic to that and it artificially limits the size of a second home. I dont see why a two storey second home should not be allowed
Some homes in Thunder Bay (for example there are a ton of 1200 sqft bungalows on HUGE lots) should be allowed to have more than such a small percentage of the main home for backyard homes. Just because an existing home is smaller in size is prejudicial.
size of houses should be a percentage of the size of the lot. a 30 foot lot should not have the same rules as a 100 foot lot. The bigger the homes, the bigger the tax revenue to the city.
Where the lot allows a larger backyard building's
Some houses, like mine, have quite a small footprint (ours is 750 sq ft.) Which would make for a very tiny backyard house, even though we would have lots of room for a larger space on our lot. With our current size of house we would be allowed to build a larger 2 car garage than backyard home. That's ridiculous.
The more indoor space available, the better the living conditions.
Why can't the backyard home be the main building on the lot? What is the goal of the 40% rule?
If it suits a family/homeowner to have more built up space and less green space, the zoning ought not to prevent that. While a setback requirement is important, a homeowner ought not be restricted on the total size of the newly constructed backyard home being based on their existing home--it should be based on existing lot size and set back requirements. Why restrict a homeowner with a small existing building from building a backyard home that is larger than their existing home as it would not impact anyone other than the users of the property and not derogate from the overall look and feel of the property/neighborhood. If we're serious about this change spurring development, why unnecessarily tie the hands of homeowners or developers.
Yard size isn't important in multi unit homes
i need more space to work on my truck my garage is tiny
200 square feet is still smaller than some garages
The City needs to become more dense rather than expand, allowing larger backyard homes will help
I think the size limit could be too restrictive. For example, I have a large lot but my main building is relatively small and if I wanted to build a backyard home it would may not be worth the cost.

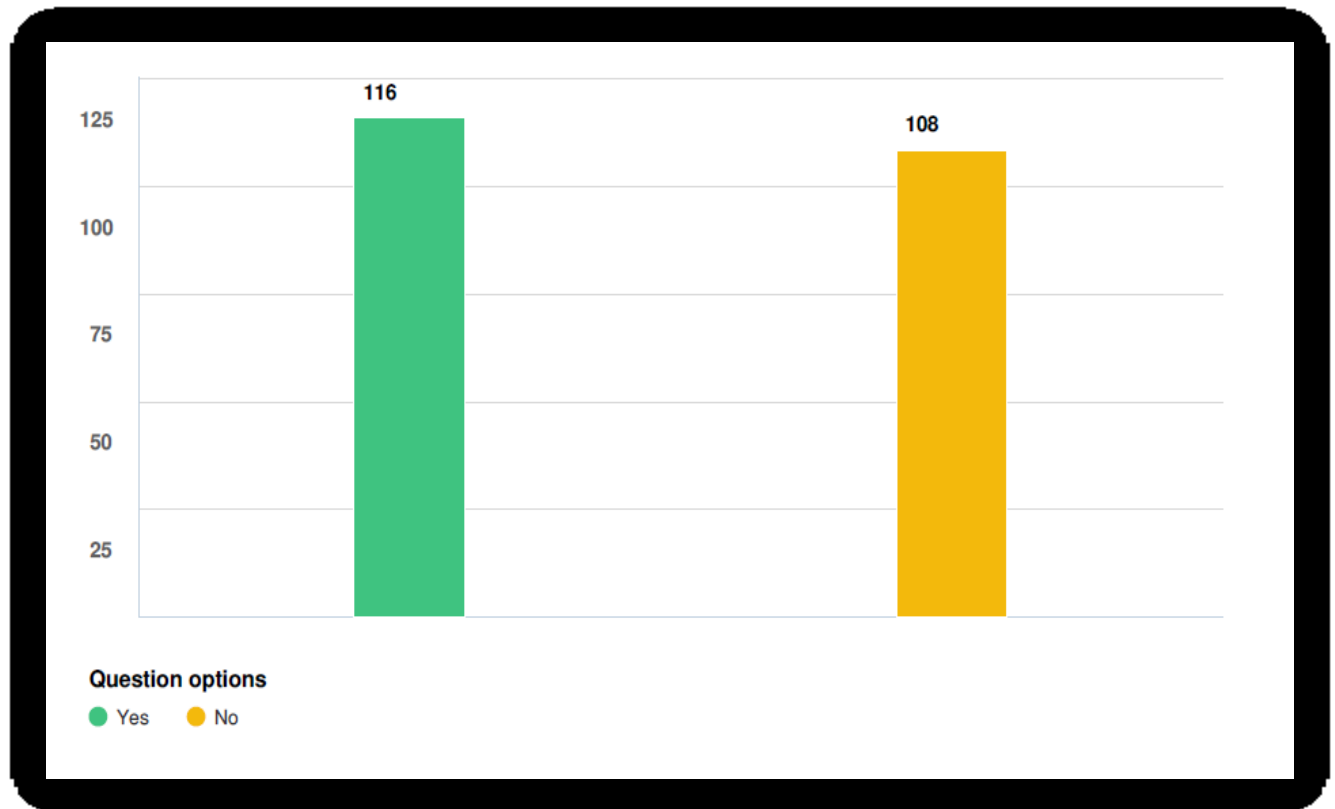
Planning shall have flexibility to allow backyard home based on the size of lot, old house on the lot etc. There shall be no maximum limit on the size
Depending on the size of the property.
enabling a more spacious and functional layout utilizing as much of the lot as possible.
Maximize usage of internal spaces.
The only restriction should be no restriction.
Thinking about my current situation and how ideal of a set-up this would be for me, the house size would severely limit the backyard house that could be built on the property.
It's our yard. Why not let us increase if needed or let us choose smaller if necessary.
Again, many thunder bay homeowners have more than enough space to accommodate a larger building. It should depend on property size as much as the primary building size.
I think that the main building should remain the largest on the lot. However some older wartime homes are quite small but have large lots and could accommodate units over the 40%.
40% of a 600 sq.ft. is only 260(?) Sq ft. There are buildings with bathrooms this size, I feel it should be based off of room to build
More options
I need to do more research to understand maximum sizing.
Same
Existing home might be very small on a large lot. Backyard home could become primary.
40% of a small bungalow isn't sufficiently large.
It offers more living space.
Anyone with proper space and property layout should be able to build a comparable or better home in their back yard. This gives homeowners the opportunity to build a new home on their property without having to move or tear down the existing building.
Your property it should be up to you how big it is.
I would say to a maximum of 50% Depending on main building size.
Greater flexibility
Restricting the area to percentages of size limits may cause the backyard home size to be prohibitively small
I believe that 40% is a good jumping off point for this work however lot size should also be taken into account.
Urban infill
People should be able to do what they want with their own property.
This needs to be dependent on the size of the yard. In our case, we have 3 acres, allowing for more room, but a smaller house. In the city, on a 33 foot lot, the backyard house definitely would have to be smaller. why should the neighbour with a house that is 2000 square feet be able to have a larger house, while our house at only 980 square feet had to have one half the size, even though we both have the same size yard. Perhaps there is a reason 40% was

chosen?
I think building size should be allowed to be up to 100% of the size of the original structure on the property if lot size permits.
just because someone owns a house on a lot does not mean they always want a large yard. If there was a 750 sq ft house on a 50 ft lot, this doesn't mean there isn't room for a small backyard home.
The goal is to build additional affordable housing in the city, property owners should not be limited to an arbitrary number that restricts the size of a backyard home to a % of their main building, especially if the "backyard home" is to be added to the second floor of a garage.
Allow for growth
Within reason, and given a reasonable lot size,
It depends on the neighborhood. I don't think it's one size fits all
If a person already has a small home on their huge property, this restricts the size of their second home. Eg. I would only be able to build a home that has a footprint of 550sq ft. But ideally would prefer to build something between 650-800sq ft increasing to allow 50-60% total of original home would give more space. Maybe with a total cap on square footage.
I think the max should be 50%. In the instance of a tiny older home on huge lot, 40% limits the size of backyard home. Max should be higher w limits on total square footage on lot of livable home space.
If you the space you can increase it
To allow for adequate space for dependant
If there is the property space for it, it should be allowed. Not everyone wants or needs a backyard, why have wasted space
100 metres is not very large, and when factoring in a garage, shed, backyard home, it doesn't leave a lot to work with the total floor area. Some people in the city have larger back yards.
Let home owners decide, it's their yard
If they have the space to accommodate bigger accommodations, I don't see why they can't submit for bigger home.
Should be any size as long as safe.
It can be an excellent investment for a home owner.
to accommodate needs of those living there
If the space allows, built what you wish.
It depends on the size of the lot, bigger lots can accommodate larger structures
For larger families

Increase livable space
40% of a 2 story home in the older areas of the city would make a very small home. For example 40% of 480 square feet (main floor).
I have 2.6 acres. There is room for a two homes the same size as I have at 1300 sqft. It should be dependent on the available space. Use you must keep 40% uncovered by buildings.
Because it is arbitrary to limit the size of the backyard building...why would the size of the 'backyard house' need to have any relationship whatsoever to the original house on the property?... (as long as it fits within the set backs required I see no reason to limit the size)
to maximize land use of the older 33 foot wide lots that are quite deep in depth (eg: 160 feet)
To maximize living area
Should be lot specific application. Smaller homes on larger lot may allow larger back yard home if site and setbacks allow.
The footprint of some homes being two stories are very small. Some being 500 sq ft. Which would make any outbuilding, garage or otherwise way too small.
Let people build a home for their parents and have enough space to be liveable. There is a housing shortage as is and this will allow effective use of rural land.
Some homes are very small and making it 40% would make your bonus space even smaller
If you already had a very small house on a large lot you may be able to build a larger house than the 40% max
It should be based on size of lot. If you have room for bigger then why not. But in reality a back yard home isn't suppose to replace the main. It is meant as a way to keep loved ones close. Meant granny suite. Or small apartment for a young adult 1 bedroom 1 bathroom open concept core floor 1 level. You could get away with 600-750 sq. Feet.
As previously explained my lot can accommodate
Sounds good
Gives the buyer a better choice in property
I don't know all the specifics here but I think the lot size should also have an effect on the allowable size.
If my spouse and I live in a backyard home on our sons property we need more space than that. Also for smaller houses in town some garages are almost as large as the homes and if they were to convert them to backyard house they would need more than 40%.
Need a larger space for an older couple
Lot size should be a consideration as well as existing dwelling

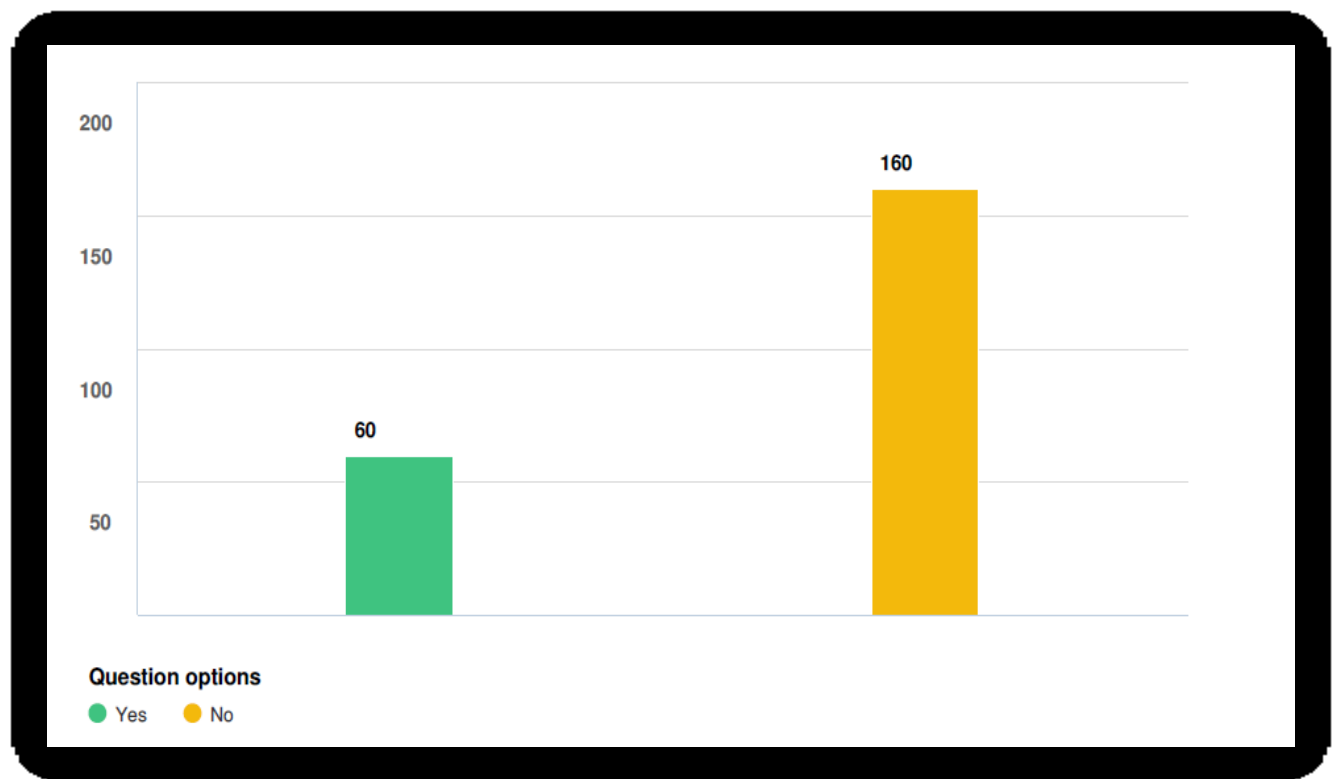
Question #6:

The proposed side and rear setbacks (the distance a house or structure must be from a property line) requirements for a backyard home are 1.5 metres. Are you in favour of the proposed setbacks?



Question #7:

Would you be in favour of an increased setback?



Question #7.1 *If “yes” is selected > If yes, please explain why.*

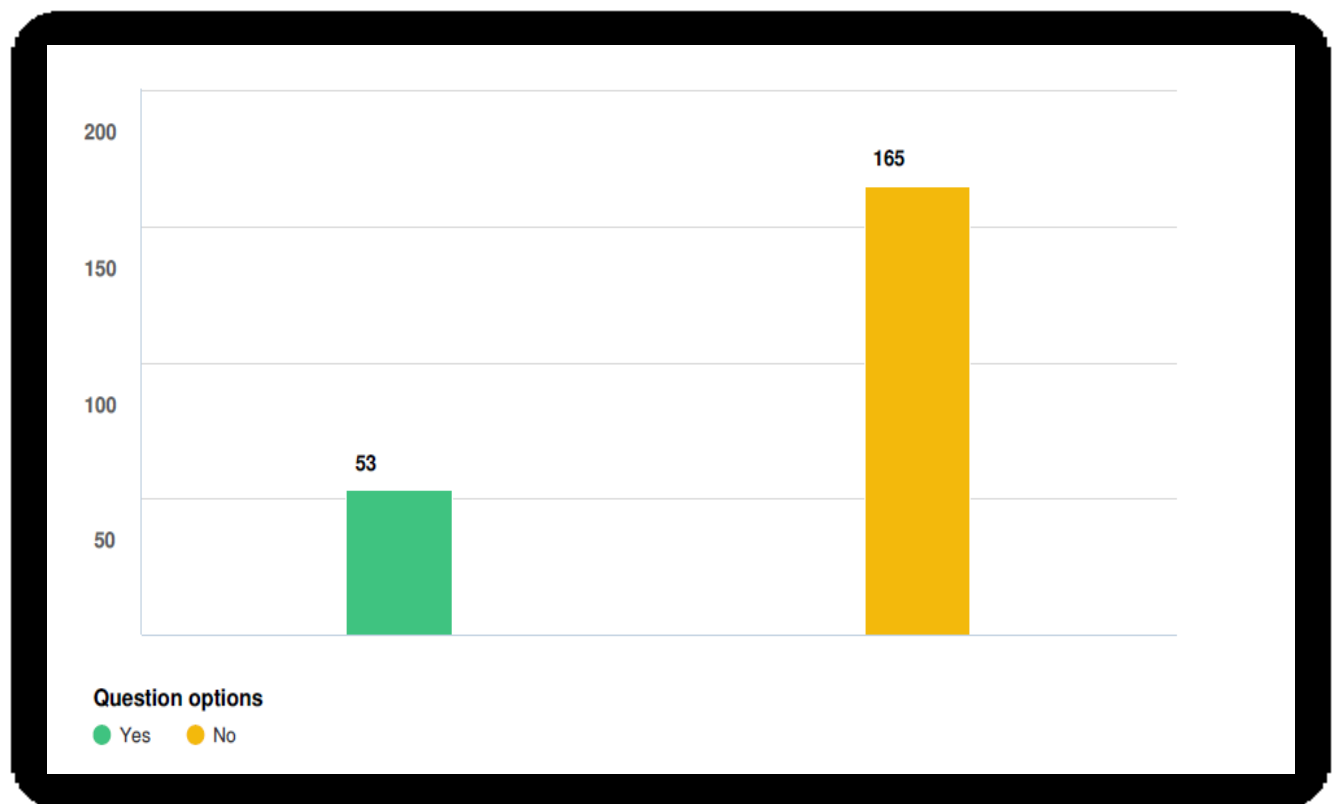
Dependant on lot size. Back yard homes on small lots should not encroach on neighbouring properties or structures.
Don't want building too close to property lines.....
Drainage and privacy concerns if located so close to existing houses. Excavation for foundations can cause damage to existing properties since digging will bring excavation within .3m
too close to the neighbours' lot lines to prevent damage when excavating too close to the neighbours' lot lines to adequately maintain build too close to the neighbours' lot lines to allow for adequate drainage and prevent water damage to adjacent properties too close to the neighbours' lot lines to allow growth of grass/vegetation when roof overhangs are considered
Why not?
If neighbours on all sides built structures 1.5 m from each lot line it would be very claustrophobic and dark in our yard. It could also potentially double the population in the neighbourhood, result in increased traffic and cars parked on streets. Street parking is already an issue where streets are almost blocked with cars parked on both sides.
As above, we need to avoid over-building, over-paving the land area. Plus some privacy and noise control for neighbours.
There should only be 1 home on a property
set backs are established for low usage, with these buildings now having occupied status, with lanes and many legacy lots that don't have appropriate setback already, it doesn't do a whole lot. a backyard home should be independent with limited possibility of encroachment to other properties (considering overhang, awnings, run-off,) where 1.5 meters is not sufficient.
I would like to see distance from other nearby buildings
Why not ?
I think there should be a standard for each area that could accommodate these builds so that there is a uniformity otherwise it may lower values. However corner lots have more than one access therefore altering easement should be considered.
This would limit the number of backyard homes available if backyard space isn't great enough. I would think 2m would be a better distance to maintain green space and space in general between properties.
Allow privacy for neighbours

.According to a 2017 report by Statista Research Department, the size of Canadian homes averaged at 1,792 square feet—a significant increase compared to the 1,050 square feet average back in 1975. If it does not interfere with emergency response, lane access or anything related to that It should be approved. In conclusion. there should be no set back limit
1.5m is too close to the property line
To minimize potential conflicts with adjacent properties.
Don't crowd neighbours homes, especially in more rural neighborhoods.
I think the setback is extremely important to ensuring enough area remains for drainage separation between lots considering the construction of a backyard home reduces soil drainage through hardening the landscape . It may need to be adjusted depending on underlying soil conditions.
I'm not sure I understand "increased set back" or "decreased set back
People should be able to do what they want with their own property.
really does not matter to me
Not too close to neighbours
Why not
If you have the space to do so , it's better more space
I wouldn't want a building of mine or that of my neighbours on my property line
I don't want a house of strangers peering over my fence.
To allow a "buffer space" so buildings aren't crammed.
I feel that 1.5 meters is a bit too close.
For fire safety and protection between buildings
more privacy
To respect the neighbours
If the backyard homes are further away from property lines that would allow more privacy of neighbors
Allow for more houses to be able to build
Small setbacks will reduce privacy
I have ample room
Sounds good
I think the 1.5 metres is insufficient to allow green space and privacy areas between buildings.
More neighbor distancing
If the property is a double lot or ample to accommodate a backyard home then an increased setback would not infringe as much on neighbours.
1.5 metres is too close to existing fences, garages, other out buildings in terms of fire risks and unkempt homes, sheds etc.
There needs to be more space allotted.
1.5 is way to close. Where do you put the snow, where is the driveway. Why is this going thru. This city has lots of space, don't make it a slum.

If there have been any past drainage issues this may be a remedy.
Too close to other homes
To allow for greater privacy and the establishment of trees near the property line as a buffer between neighbours.
So that you have enough room around your main building to do a better job of landscaping; to protect against any future climate related issues like drainage issues due to runoff of rain, snow/ice melt. frozen ground, roof top drainage issues increasing flooding and soil erosion and structural damages. Fire spreading quickly between buildings. There may be further possible electronic (rf - radio frequency) interference due to close proximity of buildings that lack adequate suppression devices . Air and noise pollution due to more closeness, is possible as well. Mobility around ones home could be more difficult. ie to do home and property maintenance. Living in the constant shadow of permanent structures could become a mental health issue as well. Lack of privacy. We need to try to adopt a "work with me attitude". Think about the others, your neighbours.
Many garage owners use the neighbour's side of garage as a catchall for their junk and allow over growth. A wider setback would force the owner to maintain the setback.
Accessory building setbacks are not sufficient as it impacts neighbours privacy. It also impacts runoff, so increased setback is better. Should include drainage requirements too.
For the same reasons listed in question 6 - privacy, fire spread, snow removal, water drainage.

Question #8:

Would you be in favour of a decreased setback?



Question #8.1 *If “yes” is selected >: If yes, please explain why.*

Imposes too much on neighbours.
So long as there is a suitable fence and drainage the size of the setback should be allowed to be as small as 0.5 m
increasing density should be top priority and there is no need for setbacks unless it serves an emergency service need
Setbacks should be the same as for detached garages etc at 0.6M.
To allow more space
This again should all be property dependant. If there is an abutting property, then yes, the setback is important. If there's a corner lot, the setback may not be as necessary for issues related to fire.
Better land use
It would provide more room for the backyard home.
as long as there are no environmental issues with building close to property lines, and as long as the other property owners have signed off I see no need for a restriction. If you had to choose between a shipping container or a permanent structure on the property line I think the city would rather have a structure.
Why are they necessary at all? In a situation where there is a travelled laneway, for example, there is no reason why those buildings ought not be able to be constructed at (or at least closer to) the property line. 1.5M creates unnecessary restrictions that may ultimately see this option be unusable for certain properties.
The City needs to become more dense rather than expand out, allowing larger backyard homes will help. Less setback for a larger house. As long there is enough room for sidewalk and bike pathways
Decreased setbacks may allow the building of a backyard home on a smaller lot. What would we seriously be using the increased setback for? Sod? Useless sod.
Would allow for better space management.
To be able to utilize as much of the lot as possible.
1 meter is sufficient
My current shed appears to be directly on the property line, so I believe that in order to maximize space a backyard house could potentially be closer to the property line than 1.5m.
Why not
Only if this could safely be done. There needs to be maximum benefit for this project to be feasible yet some areas of the city do not have perfectly uniform lots. Again consideration should be given to corner lots with more than one access.
I need more information as to the rationale for these setbacks
The setbacks are too large already for most urban lots within the city limits. Should be just a meter.
It adds more living area.
The distance from property lines depends on overhang and drainage

it seems fine to use one's entire property
1.5 m could be limiting, just make it the same as house
In order to use available spaces and laneways, the set back may not always be possible and cases should be evaluated by the planning department individually, dependent on circumstances and functionality.
again, really does not matter to me
I think fewer restrictions would encourage the construction of more backyard homes.
Many properties within the city are on lots that would severely limit the ability to build these structures if the setback is set at 1.5m from each property line.
Again, depending on lot size, moving it forward would allow space behind the structure
Houses can be closer together in backyards. Why not use the space
In the instance where someone has a long narrow lot, w no neighbouring living spaces close to property line I think it would be reasonable to reduce it to 1m.
Why not
Many garages are already closer to the property line than that
More space between homes
Current setback is wasted space
Land is already owned. Some full houses are less than 1.5m apart.
I'm in favour of 1.5m property line setbacks between properties, But at the rear when the structure is against a lane way this much space is unnecessary and could be further reduced. This would allow for more useable space within the yard for the main building and the backyard home residents.
With a backlane, 1 metre would be plenty.
to maximize land use of the older 33 foot wide lots
This depends if a deck is included in this setback.
You should be able to utilize as much of your property as you can. So building as close to the property line should be allowed
I don't understand the rational for not building closer to the property line. There may be a safety aspect that I am not aware of, but for me, it would make the most sense to be able to keep a larger central greenspace on my property than a strip of land around the house
In some cases on smaller lots if neighbours agree. Must be flexible
Yes if the existing lane way is owned and part of lot should be able to build up to line and overhang by a meter +\-

Question 9: General comments

Residents purchase homes based on the structure of the neighborhood. It is unfair to allow backyard homes to older established neighborhoods. If you want to do this, it should be known upfront in new neighborhoods.
Backyard homes to increase urban density is a bad idea considering the plumbing and sewer limitations in Thunder Bay.
Not in favour of Backyard Homes
This will encourage people renting out to too many people and cause an over population of areas
I support this project. Increase tax revenues.
Each backyard home application would need to be scrutinized.
The loss of green space greater risk of fire destroying whole blocks higher insurance premiums no to this plan
Multiple dwellings on a single property make a lot of sense. Please move this forward and include semi-rural properties on septic and well in this.
Great idea, it just needs a bit more reasonable restrictions.
Planning wants to increase the lot coverage from 35% to 40%. This will leave insufficient space for landscaping ie trees shrubs urban gardens. We want to be carbon neutral and plant trees but where will these trees go if cover the lots with increased buildings and driveways walkways patios and decks around these larger and multiple units on the lots
HORRIBLE IDEA!!! you're going to turn residential neighbourhoods into slums. Fire whoever came up with this.
Backyard homes are a good idea, particularly for the difficult times we are living in.
Presently, Planning has too much discretion with respect to the granting of building permits. Before a building permit is granted even if a proposed infill/addition conforms to the City zoning bylaws the applicant MUST provide: 1. A drainage plan. This plan must demonstrate how water damage is to be prevented to the adjacent neighbours. If potential water damage exists due to poor grading, lack of swales, etc. then the developer must remediate 2. A storm water/snow storage plan. This plan should include appropriate location of downspouts, construction of curbs, berms, or swales to contain or divert water/snow runoff and permeable driveway materials to contain water/snow runoff. Snow storage areas should be well drained on site and should not impact adjacent properties. 3. A landscaping plan. This plan should protect and incorporate existing trees/vegetation. Where trees are to be removed suitable trees should be replanted elsewhere on the site.

Planting of new trees should be encouraged. These are important environmental considerations especially when mitigating against climate change.
These plans must be a matter of public record as building permits are to ensure compliance.
In this day and age, we shouldn't be so concerned about restricting the uses of our residential lots subject to issues that would actually impact the rest of the houses on the street.
Our city has the same footprint of the City of Montreal. We should be doing everything we can to support and encourage the development of serious density in our existing city footprint instead of creating arbitrary rules restricting development of housing units.
I see a lot of problems with backyard homes and conflicts with the neighbours - and not enough bylaw officers to resolve potential problems. Thank you.
I am totally against any zoning change that will allow a second backyard home in any existing neighborhood. Homes were purchased many years ago knowing there would be only one single family dwelling on adjacent properties. Making these changes will drastically alter the privacy, drainage or storm water management of existing properties. Adjacent properties could build whatever they wanted, regardless of any detrimental effects to their neighbors property. These proposed zoning changes will also adversely affect the resale value. The bottom line is "would you buy a home next to a property that has multiple buildings on it?"
Creating a denser city is what we need, as long as we get better cycling and walking infrastructure.
Backyard homes is a very good idea. Please be flexible around requirements so that permits can be issued on a case by case basis
It might be necessary to adjust the fence by-laws; ie if a neighbouring property finds that their privacy is unduly reduced.
There should be a minimum lot size in order to allow building of another home on the lots. The infrastructure in the city is not designed for the density to potentially almost double. Lots of greater than 100 ft x 150ft should be the minimum and a maximum size should be established for the second dwelling to along with the % of the size of the current building.
Please consider alternative building designs/methods to promote sustainability through the use of local building materials, eg cob houses.
Building in-fills are a good idea, good use of land already taken over by humans. There needs to be an eye kept on infrastructure: how many people can the water and sewer pipes accommodate.
Don't see a need for back yard homes
This is a good solution to reduce expansion of built on land and protect the environment by building on properties that are already lived on. Gives options to larger families and to those who care for relatives.
This is great for increasing urban density!
Please do not allow a secondary home on someone's property. It will make a neighborhood less desirable to live in if there are numerous homes on a lot. It will cheapen the look of tbay.

I'm ok with idea of backyard homes done properly. They shouldn't dominate existing structures on site, but be more like additional housing for apartments, etc. not entire new family dwellings on the same site. Also, whatever is permitted should still leave growing space on lots (vis a vis coverage and requirements) for large trees and vegetation, so as not to foreclose on future options for tree canopy in the city.
There will be confusion now with the request of small homes coming to the table. And the larger consideration of is this available to all current properties? Which will create a huge evaluation framework to work through applications. And what about enforcement or building standards? Is there enough staffing or is this an increase in employment by the city with associated property taxes? Load or strain on existing infrastructure, water, sewer, hydro, internet, etc. Impact on garbage and snow removal for some sites. For newer developments and for the NIMBY will they be able to create home owner associations to keep such developments out of their "communities"? Or can new developments be required to develop lower cost opportunities and higher density buildings which will offset backyard homes as an alternative? it's about affordable housing in that case which is a different intent than backyard housing.
I would love to see the city think outside the box with small/tiny homes in the city - whether as single developments on small lots (urban infill) or as multi-dwelling developments on larger lots - where possible. It could potentially provide housing for seniors and others, as well as reduce consumption of resources (for construction, for heating smaller space, etc)
I see far to many negatives with this allowance affecting public safety. Adding an extra home on an existing property results in increased pedestrian and vehicular traffic on infrastructure not designed for it. For every driveway where people enter the public street you may double the traffic either vehicular and pedestrian traffics. Can the street support the extra parking or are we going to allow the removal of front yard trees to pave the front yard for off street parking. What about calendar parking. Increasing the number of vehicles by one on each property just increases the negative effect. What about the street with not sidewalks and a possible doubling of pedestrian traffic. The issues are not as simple as size, height or set back. It is not as simple as you suggest and a lot of the issues are completely neglected in this survey. By not allowing me options in the survey towards my concerns you have forced me to answer a blank NO to secondary homes. This survey misses the mark.
Increasing population density makes no sense in a community whose greatest asset is nearly unlimited real estate.
I love this idea! I could easily see this working for my family's situation, and would like to see this happen.
Must not be used as a retail business storefront. Eg. used as a home, garage shed Not as a storefront But could be used as a space for doing crafts or sewing or candle making, just not a place of business
Just not in favour of this plan. Will create more problems than it's worth. I also note, that nowhere does it mention tax rates which are already ridiculously high for the services received.

Set guidelines but be flexible for people's needs.
This is a terrible idea. I do not believe this is a responsible option for increasing housing here. I do not support backyard houses or changing the bylaws in Thunder Bay to allow them. This creates more urban congestion, parking problems, and effects privacy and comfort of neighbours that did not choose to have a backyard house erected next to their residence. Let's make thoughtful decisions for the people of Thunder Bay! There is room to grow, not just squeezing in backyard houses or more subdivisions. Let's create better urban developments.
Not a great idea
This tiny-home idea could rectify so many challenges we currently face in this city. This could help with high property taxes, high rental costs, insufficient units for single tenants, aging population that are on extensively long nursing home wait lists and other issues. I would also like to see this project approved for semi-rural lots.
This is not needed for our community. We have areas around to develop so no need to clog up our urban areas and decrease our backyard green spaces.
With the actions of additional home building coming into view, I believe altering/updating the "garage" portion of the bylaws would also be warranted at the same time.
Increasing in town housing options is important. Maximizing use of existing infrastructure is important. Maximizing the ability of families to house and support their members is important. This will help.
Backyard homes are a very necessary alternative for young adults wishing to become independent and older parents who wish to be close to family and may need some assistance.
Please consider not allowing this. It will lead to overcrowded lots (even if you plan on limiting the second buildings to those lots that are large). Areas in southern Ontario have crowded lots (for example, St Catharines and Hamilton) and it is truly really ugly and claustrophobic.
Excellent idea.
I think this is an incredible opportunity for the city and also the residents to participate in something that is impactful and meaningful to Thunder Bay and our infrastructure development. This would attract new residents to our city and also likely motivate current residents to continue living, working, and doing business here. It would increase our housing availability. Create jobs now and in the future and also bring life to old outdated neighbourhoods.
I think this is a great idea. Would help with housing issues and increase supports for our older adults.
This is a bad proposal, fraught with potential problems and future difficulties. Fire protection, EMS, police protection, infrastructure overloading are all affected.

I am in favour of a bylaw change that allows backyard homes to be built. Whether it be in single or dual service lots.
I am not in favor of this. I purchased my home where it is because it is a quiet area surrounded by trees and nature. Nor do I believe planning has thought of all the negative impacts this could have.
We are opposed to any changes to these changes!!!! No backyard dwellings!!!!
Please see previous comments. Not in favour
As mentioned earlier I don't think there is a blanket set of measurements that would work for all lots and locations in Thunder Bay. I think if allowed the back yard home should be more like a tiny home which is typically less than 100 sq m. Impacts on adjacent properties could be significant and would need to be taken into property assessments. Also planning should consider phasing this in for new subdivisions where services are adequately planned in advance. Most lots in Thunder Bay are too small for this. Finally before approving building permits for such houses, city should also have a mechanism to review parking as well as we already have enough issues in winter with on street parking and non enforcement of calendar parking following snow storms. Interesting concept but needs a bit more thought than just building heights and property setbacks as the city materials seems to focus on.
Please respect neighbors privacy and property
I think this is a terrible idea and would impact on all residential area and it is one more thing for the city by- law staff to monitor
Another stupid idea, by people who have experience in going to school
This is great, hope it makes it through. Don't listen all the negative people, they just don't like change and progress.
People should be able to do what they want with their own property.
As stated earlier, I think this is a good idea for families where they want to be able to assist their parents or children and still provide independence
Backyard homes are a great idea and are much needed in Thunder Bay! I am strongly in favour of backyard homes in general but want to encourage them to be built as much as possible that's why I am in favour of as few restrictions as possible.
'grannyflats' or backyard homes are a great idea. I live in a 500 sq ft home and find it is more than enough for me. However, that being said, I have run into insurance companies that will not insure a house under 650 sq ft. This detail may be something that needs to be looked into before approving this.
Increase density in the city and increase supply of housing without outward expansion. Please push this proposal forward to City council.
if i could live in a tiny home it would be better to manage with my health as it is

I don't understand why people in RU zones can't do this. We live 2 minutes out Oliver Road and have ample space to build a backyard home. All of the reasons for building these homes apply to us as well. The temporary garden suite is a ridiculous option since it needs to be removed, and has a significant upfront cost to connect to septic and water. As my parents age, with all the space we have, we have to find space in our home for them, rather than in their own space. Please reconsider this by-law and its applicability for RU1. Thank you.
do not approve this motion. these will become the next trap houses in thunder bay
If you put too many restrictions on it no one will build one
Great idea! Looking forward to see what comes of this. Allowing second homes on properties would increase urban infill. I have a property close to downtown Port Arthur, it would be an ideal location for me to build.
I am hopeful this passes. It gives people the opportunity to make good use of yard space and derive income. Many of the lots in my neighbourhood are huge. Our density in thunder bay is quite low compared to other cities and we have housing shortages. This takes some onus off the city and gives residents choices while also reducing the housing issue. Additionally it may relieve a small amount of stress on long term care facilities if adult children are able to house their parents who want independence but also need care.
I am not in favour of backyard homes for rental/investment housing. I am in favour of 'granny flats' to provide for family members who could live on their own with someone close by, thus extending independent living, instead of other care options.
Opposed to the whole concept of backyard homes for the reasons stated above
The largest waiting list for social housing is for single adults. Making permissible the addition of back yard housing is one way to work towards housing these single individuals.
This should not be the only tool. There needs to be a re-zoning of corner and immediately-adjacent lots to allow developers to build multi-unit apartments or condos. There also needs to be a simplified system for land assemblage around corner lots to reduce barriers to re-development.
More affordable housing needed
I think it's a good idea, even with family members needing housing
this is a good idea and will help with the homelessness and affordable housing
I am more in favour of backyard homes for family members than as rental units. I would worry about my kids with rotating strangers right next to their play space. Two rental units on my block have been busted for drug dealing already this year.
Please try another form of housing. Apartment complexes or condos as high density city living infill.
Bad idea all around
Allow backyard homes, and sheds, garages, etc. to have a second floor, of same or lesser than square footage of first floor. The city should also give incentives to homeowners, to build backyard homes...
I really don't like this idea, this city has lots of space and the houses that are built are close enough together. We're not southern ontario where we are scrambling for space for people to live.

In order to ensure people don't build too small, there should be a minimum size for the backyard home. I would suggest 350 sq ft. This may require adjustment of the allowable % size of the primary house as there are a lot of very small homes in Thunder Bay.
This is wrong in every sense of the word.
Not in favor of this, period
This is the way many cities are going. We need to allow for more affordable housing/co living due to the inflation of cost of living, economic crisis and long life spans of community members
I think this is a great idea, but believe the opportunity should include semi rural residential areas within the city as well, with possibly different size and setback requirements.
Stop and spend time on things that will benefit the community
I think overall this is a great idea.
I firmly believe this initiative is long over due but very much forward thinking for this city. It's an excellent idea that can solve issues of homelessness as well as issues of familial connection and care. There is also a huge opportunity for revenue in the tiny home business which is wildly popular right now. Kudos to those who make this happen.
Great idea to improve housing crisis in city.
This idea should never be considered I am disgusted it is being considered another step in the destruction of Thunder Bay as a community livable for families.
I think this is a fabulous idea. We need more affordable housing in this city. Some neighborhoods are more lucrative for this however. The ones with larger lot sizes.
I don't think I have a problem with a backyard home except I hope there is considerations for parking, number of people that can live in a backyard home, etc
Trust that the analysis to do this has been thorough so I accept the suggested plans
This is a great idea
Increasing population density in Tbay is very important. No more urban sprawl please...its environmental and financial costs are too great
Let's work as a community on this. Not allow one sector to rule the decision.
been waiting awhile now for this to happen in the older city lots around the University, decent affordable accommodations are an absolute need for the younger generations
Homes zoned RU2 should also be allowed backyard homes within City Limits. Elderly family living needs.
The existing setback is fair only given that a deck is not included in that formulae
This will help with the housing shortage in the area and allow rural homes to effectively house their family.
If they are available to rent to a tenant, the tenants rights MUST be clarified and enforced very quickly

I think it sounds like a great idea
I think this is a great idea and hope it goes through.
I've made my general comments. We are not Toronto, where they are squeezing houses into back lanes wherever they fit.
Congratulations on having the foresight to move ahead with this progressive initiative. Thank you for the opportunity to participate in this process.
Great idea
All of the city infrastructure is dated and under enough strain as it is. The city has more than enough room to build outwards
I think there must be standards for the exterior appearance of all homes built in the City.
There should be no backyard homes in Thunder Bay.
This would be a great idea on very large rural properties but not in small urban areas where it will ruin people's quality of life
I hope that there are additional opportunities, other than just this survey, for the public to provide input
We experienced your actual proposal and became very upsetting for our mental and physical life
I am not in favour of this whole idea. We have more than enough area in our city already that the sewer and water systems are overwhelmed. This proposal would mean our already over used infrastructure will be way beyond the capacity it was intended to support!!
If I could only use 35% of my yard to build on with out going to to community of adjustment. I don't believe you should be able to put another home in your back yard.
The City of Thunder Bay has vacant properties that can be sold to developers for the purpose of building "backyard homes". Bulldoze derelict buildings that are city owned, contact neglectful building owners (i.e., Simpson Street) with a proposal to purchase or develop properties. Rezone commercial to residential in various city areas.
We are not in agreement with this proposed rezoning.
This should not be permitted.
I think this is an excellent way to use the resources that we have to create a larger more dense tax base. I believe that we do not have the tax base to support our constant expansion and I cannot afford the tax increases that will be required to maintain ageing infrastructure on that kind of a scale.
The concept of controlling urban sprawl and using existing infrastructure is attractive for its effect on conservation of farmland and green spaces plus reduced tax burden to homeowners. A well thought out planning goal could increase building opportunities for small homes and additions without creating an abundance of overcrowded and ramshackle mistakes that once put up would be difficult to remove.

I agree with the critical need for more affordable, secure housing. New imaginative ways must be found to achieve this. However I disagree that infill in areas of 50 x 100 ft should be added. Perhaps in larger sub-urban properties but not in inner city neighborhoods. We have so many issues with storm water, drainage, runoff etc. Our infrastructure will not adequately handle this increased density. What plan does the city, Engineering, Water and Sewage have to mitigate such risks?

as previously stated I must study this more and as you can see, if i ever do agree to this the only thing so far that i would agree to is that the home only be the size of a regular sized garage.

They should not be built. There is already a problem in our area with an "in-law" residence built on property of insufficient size and now being rented out with 4-5 vehicles involved and inadequate parking space.

There is already enough strain on sewers, drainage etc. You are encouraging more population density where it shouldn't be. We are blessed to live in an area where there is nothing but property....why jam everything into a small area. Time to rethink this plan....we are definitely not in favor.

The introduction of the back yard home is just a devious and sub rosa means for the City's Finance and Tax Departments to generate a greater amount of income from a given property. Two homes equal twice the taxes owed to all the relevant departments, among them Property and Land Tax, and Sewer and Water, The back yard house could not be put on the delivery line for potable water, that would require a totally separate system, which would be very hard to emplace if the existing residence is on a narrow plot of land to begin with. The same would hold true for sewer and gas. Neither could be tied in to existing infrastructure, it would all have to be new and completely divorced from whatever is already there. Given the planning and building code requirements set by the province for issues such as depth of service, the correct and proper depth of burial, in and of itself, could become a major hurdle or barrier to any attempts to engage in this type of building.

I also have to question the definition of access as it seems to be applied to this proposed scenario. Beyond the need for various service suppliers, gas, electricity, et a to be able to come and go as needed, no mention seems to be present concerning accessibility as it pertains to emergency services such as fire, police and EMT/Medi-vac. How would adding an additional dwelling on an already developed property make their jobs easier? As for the apartment that just happens to be situated above the garage in the back yard. This city does not plow its back lanes. Any snow clearance done in the lane ways is accomplished by the residents themselves. Getting an ambulance or fire truck down an unplowed back lane in -40 below weather does not constitute easy access. Add in the fact that there are neighbourhoods in this city where the easement for the back lane was taken but the lane itself was never created. Most of these easements while they remain in existence, also come with issues such as uneven terrain and trees and shrubbery which have taken root over time. Again, no easy means of access, which leaves trying to get in from the front street. We have homes in this city that are built so close to each that a resident in one building can literally open a second story window and reach out and touch the adjacent dwelling. How much access does that

leave?
The whole concept of back yard homes has about the same level of social and political value as chicken coops. The only difference I see here is that the coops in question are for people, not for chickens.
Do not favour back yard homes in existing single home areas and don't feel back yard homes are necessary in Thunder Bay.
I have answered no to all questions based on my disagreement with backyard homes. However, if they were to be allowed I would say yes to #7 and #10 would be yes.
I don't want driveway problems, overparking in already busy neighbourhoods, or more noise.
Don't do it. Not in my neighborhood.
Another brilliant idea lol. Scrap it and for once work on something necessary. Also, I would like to know how many people are really aware of this new zoning proposal. I already spend at least \$6,000 a year on taxes and now they are going up again and so is water. I am so sick and tired of paying more money for absolutely nothing. Use our tax dollars to work on 'the real issues' like constructing sidewalks on Mountain Road so people can walk safely down the road. Thunder Bay pays the second highest taxes in Ontario and for what. No wonder no one wants to move here plus all increased crime is so very inviting. It is actually pathetic!!!
Scrap this proposal and start planning for new housing in new areas.
The impact of back yard homes on neighbouring property must always be considered, including impacts on privacy, view, drainage, and noise.
I think the City should look at designated areas in brand new developments that are allowed to pop up.
We are currently on well and septic but would like the option to build a backyard home. We have lots of room and would upgrade septic if necessary.
Should have some flexibility in the location and size of backyard homes. Have a basic standard which can be modified if neighbours agree. If no agreement the standard applies.
Thunder Bay has enough open vacant space to create neighbourhoods for tiny homes. There is also a lot of vacant property in the downtown areas that could be repurposed.
Covid 19, social distancing, air quality and maintaining your health and the health of those around you for as long as possible applies to our home, our neighbourhood environment, too.

There is plenty of space elsewhere without densification. Crazy idea.
Properties such as Northwood neighbourhoods aren't large enough for this kind of development as it would add many stresses to the current infrastructure such as water, sewer, roadway. City residents already have a water line leaking issue that has become and continues to be a costly headache for many residents because of poor decision making.
I am not in favour of any part of this proposal!
The concept is good. The size limitations are important. Keeping an adequate amount of space between the backyard home and a neighbour's existing home is important. Keeping to a reasonable two storey height is also very important.
Where a backyard home is allowed, no on street parking should be permitted. Rarely do homes own 1 vehicle. As children grow there can be 4 or 5 vehicles. They should all be on the owner's property not taking up the street.
Encroaching on neighbours sunlight and privacy who have been there for years is unacceptable! We do not need to make Thunder Bay a city like Toronto with too many people jammed into a small space! I love Thunder Bay because I have room to move and breathe the fresh air! Keep the bylaw as is!
Study effect on humans of overcrowding PLEASE THINK about this. Get ADVICE from University Psych professors PLEASE PLEASE PLEASE
allowing residential backyard homes will create crowding, increased noise levels, parking issues, rental property problems
Parking limited to 0-1 spot no more
Please just leave well enough alone, do not fix what is not broken
What is trying to be achieved with these changes? Also, I am disappointed with the notice, or lack thereof regarding this item. I had to read a letter to the editor this week to learn about this Draft.
I am not in favour of backyard homes. Will they be built according to current building codes? If not, shacks will be built for short term gain which will become an eyesore in a very short period of time. I am concerned that the first time I heard of this was in Saturday's paper. Why was the public not made aware of this with plenty of time to research it. I am not against infilling within the city limits but it would be better for the city to encourage owners of vacant properties and buildings that are abandoned to construct high rises and apartment buildings that would use the current infrastructure. In any and all cases, a proper engineering study must be done prior to any building to make sure, we, the tax payer, are not on the hook for expensive repairs and lawsuits because a proper engineering study was not done first.

Highlights of Changes made since the First of the new Zoning By-law

- Regulation Tables throughout the By-law have been updated so that they are consistent for all zones
- Small personal farms have been provided for in Rural Areas
- Pits and Quarries have been defined separately
- Converted Dwellings have been defined, permitted and regulated consistent with the existing Zoning By-law
- The By-law now distinguishes between Secondary Uses and Accessory Uses
- The maximum height in the Low-Rise Residential Zone has been reduced from 12m to 10 m so that it is consistent with the current Residential Zone One
- The maximum GFA limits for Non-residential uses in the High-rise Zone have been modified so that they are consistent with the size limits established for Neighbourhood Commercial uses
- Building Supply Outlet and Furniture Store have been defined as specific uses and are permitted and regulated consistent with the current By-law
- Offices and Health Centres are permitted on the main floor of buildings in the Main Street Zone instead of on upper floors only
- Minimum and Maximum GFA limits for commercial uses have been modified so that they are consistent with the proposed amendments to the Official Plan
- Light Industrial Use has been added as a permitted in the Business Zone
- The definitions of industrial facilities have been modified so that they are consistent with recent guidance provided by the Province
- A new Urban Growth Zone has been introduced to provide for limited development within areas designated for Urban Growth in the Official Plan
- Regulations related to the design of bicycle racks and lockers have been removed and will be introduced in the Urban Design Guidelines when they are next updated
- The word shall was replaced with the word must to better reflect that regulations presented in that context are mandatory
- A regulation was added so that in instances where lands are affected by a Holding provision that creates a split zone on the property, the Holding Zone boundary will be considered a lot line in determining required setbacks
- The Transition Regulations were modified consistent with feedback received from Legal Services
- Shipping Containers have been renamed Storage Containers to better reflect their intended use
- The Undersized lot provisions have been modified to reflect the dates of draft approved plans of subdivision

- The height restricted areas affected by aircraft traffic have been modified in response to further feedback received from the Thunder Bay Airport Authority
- Several definitions have been modified to improve clarity
- Mapping has been further refined in response to public feedback and consultation with the Lakehead Region Conservation Authority.

Memorandum

Corporate By-law Number BL 35/2022

TO: Office of the City Clerk

FROM: Jillian Fazio
Development & Emergency Services - Planning Services

DATE: 03/08/2022

SUBJECT: BL 35/2022 - Official Plan Amendment - General updates

MEETING DATE: City Council (Public Meeting) - 03/22/2022 (mm/dd/yyyy)

By-law Description: A By-law to adopt Amendment No. 6 to the City of Thunder Bay Official Plan.

Authorization: Report R 43/2022 (Planning Services) – March 22, 2022

By-law Explanation: The purpose of this by-law is to amend the City of Thunder Bay Official Plan, as amended. Specifically, this amendment updates the Official Plan's Separation of Uses and Second Units policies to reflect the Provincial Policy Statement 2020 and the Planning Act, R.S.O. 1990 c. P.13, and updates the Plan's Commercial policies to support the recommendations of the Thunder Bay Employment Land Strategy 2020.

Schedules and Attachments:

SCHEDULE "A" TO BL 35/2022

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 35/2022

A By-law to adopt Amendment No. 6 to the City of Thunder Bay
Official Plan.

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

1. Pursuant to the provisions of Subsection 21(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, Amendment No. 6 to the Official Plan for the City of Thunder Bay, attached as Schedule “A” to this By-law is adopted.
2. This By-law shall come into force and take effect on the date it is passed.

Enacted and passed this 22nd day of March, A.D. 2022 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro
Mayor

Krista Power
City Clerk

AMENDMENT NO. 6
TO THE OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

Prepared by: Leslie McEachern, Director of Planning Services

Development & Emergency Services Department
City of Thunder Bay
March 2022

OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

Amendment No. 6

Amendment No. 6 to the Official Plan for the City of Thunder Bay, was prepared by the City of Thunder Bay Development & Emergency Services Department and was presented to the Council of the Corporation of the City of Thunder Bay under the provisions of Section 22(1) of the Planning Act, R.S.O. 1990 on the 22nd day of March 2022.

This amendment was adopted by the Corporation of the City of Thunder Bay by By-law No. 35/2022 in accordance with Section 22(1) of the Planning Act, 1990 on the 22nd day of March 2022.

MAYOR

CLERK

AMENDMENT NO. 6
TO THE OFFICIAL PLAN FOR THE CITY OF THUNDER BAY

INDEX

THE CONSTITUTIONAL STATEMENT 1

PART A - THE PREAMBLE 2

 Purpose of the amendment 2

 Location of the amendment 2

 Basis for the amendment 2

PART B - THE AMENDMENT 3

SCHEDULE ‘A’ - PROPERTY LOCATION MAP 3

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this Amendment.

PART B - THE AMENDMENT - consisting of the following text and exhibit constitutes Amendment No. 6 to the Official Plan for the City of Thunder Bay.

PART A - THE PREAMBLE

Purpose of the amendment

The purpose of this Amendment is to update the Official Plan's Separation of Uses and Second Units policies to reflect the Provincial Policy Statement 2020 and the Planning Act, R.S.O. 1990 c. P.13, and to update the Plan's Commercial policies to support the recommendations of the Thunder Bay Employment Land Strategy 2020.

Location of the amendment

This is a General Amendment and applies to all major facilities and sensitive uses, all residential lands designated within the Urban Settlement Area, and all commercial lands.

Basis for the amendment

In 2019, Section 16(3) of the Planning Act, was amended, requiring that Official Plans contain policies that authorize the use of two additional residential units in detached, semi-detached and townhouses, as well as the use of an additional unit in a building ancillary to such houses. The Official Plan's policies are being updated to comply with this legislative requirement.

The Provincial Policy Statement 2020 introduced land use compatibility policies requiring that municipalities protect the long-term operational and economic viability of major facilities by avoiding, minimizing and mitigating any potential adverse effects of such uses on nearby sensitive uses. The Official Plan's policies are being updated to be consistent with the Provincial Policy Statement and to comply with legislative requirements.

The Employment Land Strategy 2020 recommends that the City take a more flexible approach to allowing retail and office uses in its commercial areas. The current policy framework has been identified as being unnecessarily rigid, which is not conducive to fostering growth. Consistent with the recommendations of the Strategy, the Official Plan's commercial policies are being updated to allow retail and office uses to establish in all commercial designations, and to remove the distinction between food stores and other forms of retail.

The Strategy also suggests that in light of the ever-changing retail environment, the City should remove its Official Plan policy that requires a Market and Economic Impact Analysis for large-scale retail developments and instead allow market forces to shape the city's retail-commercial competitive environment. Consistent with this recommendation, the Market and Economic Impact Analysis policy will be removed as part of this Official Plan Amendment.

PART B - THE AMENDMENT

The City of Thunder Bay Official Plan, as amended, is further amended as follows:

- 1) The Separation of Uses policies on Page 29 are amended by deleting the first paragraph of this section and replacing it with the following:

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

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

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

- 2) The Second Units policies on Page 74 are amended by deleting the section in its entirety and replacing it with the following:

Additional Residential Units

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

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

- 3) The Commercial Areas, Strategic Core, Service Commercial, Regional Centre, Community Commercial, Neighbourhood Commercial, and Waterfront Commercial policies on Pages 82-87 are amended by deleting these sections in their entirety and replacing them with the following:

COMMERCIAL AREAS

Lands designated for commercial use, shown generally on Schedule A, and more specifically on Schedule E, are intended to be used for retail or wholesale activities, public and private office uses, service-related functions, cultural and entertainment facilities, as well as community service facilities.

In an effort to provide for the efficient distribution of goods and services, five commercial designations are established in this Plan. Areas designated as Strategic Core, Regional Centre, Service Commercial, Community Commercial, Neighbourhood Commercial, and Waterfront Commercial are differentiated according to function, permitted uses, density, and scale of development.

General Objectives

The general objectives of the Commercial policies are to:

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

Commercial Structure

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

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

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

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

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

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

STRATEGIC CORE

Lands designated as Strategic Core consist of the City's two traditional downtowns, and adjacent areas that are considered appropriate for some core area functions. These areas are intended to provide a full range of amenities accessible to residents and visitors, including vibrant streetscapes, shopping, business, entertainment, housing, transportation connections, and

educational, health, social, and cultural services. These areas are viewed as significant assets, important to the City as a whole, and shall function as identifiable, walkable, mixed-use districts of symbolic and physical interest.

Objectives

The objectives of the Strategic Core policies are to:

- maintain and enhance the Strategic Core areas as unique focal points of activity, interest, and identity for residents and visitors through the provision of the fullest range of urban functions and amenities;
- strengthen the vibrancy and economic viability of these areas through the integration of retail, office, and service commercial uses with other uses such as housing, social and health services, recreational opportunities, cultural activities and events, government, and emerging businesses ;
- attract new development, employment, and housing to revitalize these areas;
- encourage intensification by accommodating higher densities;
- promote walkability by facilitating the provision of adequate public transit, sidewalks, and visible, appropriately placed, well designed parking; and,
- enhance public safety and security.

Focus of Investment

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

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

Public Transportation and Pedestrians

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

Parking

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

Waterfront Connections

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

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

Public Open Space

The provision of public open space, in the form of active and passive parks, is recognized as an essential component within the Strategic Core areas for the enjoyment of workers, residents, and visitors to the City. In this regard, the City shall develop all existing parks and open space areas to their fullest potential, and shall consider the provision of additional public open space within the Strategic Core areas.

Retail and Service Commercial Activities

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

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

Residential Development

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

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

Existing Industries

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

Intensification

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

Revitalization and Redevelopment

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

SERVICE COMMERCIAL

The City's Service Commercial corridors provide important links between commercial areas and neighbourhoods, as well as services to the travelling public and commuters. Service Commercial areas are intended to accommodate a range of commercial and service-based uses that are auto dependent and may include uses that require both a storefront and warehousing or workshop.

Commercial development within this designation is limited to a maximum gross floor area of 9,290 m².

Objectives

The objectives of the Service Commercial policies are to:

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 500 m² are permitted within the Service Commercial land use designation.

Residential Uses

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

REGIONAL CENTRE

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

Objective

The general objective of the Regional Centre policies is to:

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

Retail Stores

Retail uses shall have a regional draw or require floor areas over 4,600 m² which are not suitable in other commercial areas.

Shared Access

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

COMMUNITY COMMERCIAL

Community Commercial areas are intended to provide a range of retail and service uses, that are intended to serve multiple neighbourhoods. These uses should be concentrated and developed as a single site at appropriate locations along arterial roads, or as a traditional main street. Commercial development within this designation is limited to a maximum gross floor area of 20,000 m².

Objective

The objective of the Community Commercial policies is to:

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

Residential Development

Residential development may be permitted within the Community Commercial designation in areas where it does not detract from the function of the Community Commercial designation.

Where it is appropriate, residential units will be encouraged on the upper floors of buildings to promote pedestrian and commercial activity at the street level.

NEIGHBOURHOOD COMMERCIAL

Neighbourhood Commercial areas provide for a range of commercial uses on small sites, and are intended to serve the convenience-based needs of the immediate neighbourhood. Uses are to be concentrated with the total gross floor area of all uses not exceeding 1,000 m². Single uses requiring a gross floor area over 500 m² are not permitted.

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

Objective

The objective of the Neighbourhood Commercial policies is to:

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

Residential Development

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m² are permitted within the Neighbourhood Commercial land use designation.

WATERFRONT COMMERCIAL

Waterfront Commercial Areas are intended to function as focal points for future waterfront initiatives and community activities, and allow for the development of waterfront-related commercial uses, residential uses, recreational opportunities, and entertainment facilities.

Objectives

The objectives of the Waterfront Commercial policies are to:

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

Residential Development

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

Retail Stores and Offices

Retail stores and offices with a maximum gross floor area of 300 m² are permitted within the Waterfront Commercial land use designation.

Industrial Development

Lands within the Waterfront Commercial land use designation include all lands considered necessary to accommodate commercial development into the foreseeable future. It is recognized that it may be many years before market forces support the development of the uses envisioned within the Waterfront Commercial designation on Mission and McKellar Islands. Therefore, until such time as this type of development occurs, a limited range of light industrial uses may be permitted.

Development Standards

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

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

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

Attractive and appropriate lighting will be required to enhance visibility and safety in all public areas.

The screening of all utilities and other facilities that are incompatible with an attractive waterfront environment will be required.

MEETING DATE 03/22/2022 (mm/dd/yyyy)

SUBJECT By-law Resolution

SUMMARY

By-law Resolution - March 22, 2022 - Special City Council (Public Meeting)

RECOMMENDATION

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

1. A By-law to adopt Amendment No. 6 to the City of Thunder Bay Official Plan.

By-law Number: BL 35/2022