



City of North Bay Report to Council

Report No: CSBU-2021-056

Date: October 8, 2021

Originator: Peter Carello, Senior Planner – Current Operations

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Zoning By-law Amendment by Miller & Urso Surveying Inc. on behalf of the Nipissing District Housing Corporation – 1040 Brookes Street

Closed Session: yes no

Recommendation

1. That the proposed Zoning By-law Amendment by Miller & Urso Surveying Inc. on behalf of the Nipissing District Housing Corporation – 1040 Brookes Street in the City of North Bay to rezone the property from a “Residential Second Density (R2)” zone to a “Residential Multiple Second Density Special Holding (RM2 Sp.H)” zone for the property legally described in Appendix A to Report to Council No. CSBU 2021-056 be approved; and
2. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Background

Site Information

Legal Description:

See Appendix A

Site Description:

The subject property is the western portion of an existing lot of record located at the intersection of Brookes Street and Laurier Avenue, as shown on Figure 1 below. The property was previously utilized as an English language public elementary school (Dr.

MacDougall Public School). Since the closure of the school, the existing building has been converted into an institutional use and is currently used as an Indigenous Hub offering primary care, day care services and traditional healing and social services.

It is designated "Residential" by the Official Plan and is zoned "Residential Second Density (R2)" under the City's Zoning By-law No. 2015-30.

The application pertains only to a portion of the property, as shown below in Figure 1 and on the attached Schedule A. The portion of the property subject to the application is presently vacant and is used only for parking.

The portion of the property outside of the scope of the application is where the former school building is located. It would continue to operate as an institutional use.

Figure 1: Map of Subject Property and Surrounding Area



The property has a total lot area of 1.769 hectares. The property's current frontage is 82.284 metres along Laurier Street. However, it also has road access of 200.4 metres along Brookes Street.

The portion of the property subject to the proposed has lot frontage of 84.278 metres on Brookes Street and an area of 8,118.6 square metres.

Surrounding Land Uses:

The immediately surrounding neighbourhood is comprised largely of low density residential uses.

There is a ten unit apartment building a short distance to the north.

The larger area is more diverse in the types of uses that are present. There are other institutional uses on John Street (a group home and a hospice) a short distance to the

west. There are a number of industrial uses located further to the east, including propane distribution facility and the City of North Bay Public Works Yards.

The Ontario Northland rail line is present in the area, approximately 225 metres to the east of the subject property.

Further east of the rail line is Laurier Woods, a large natural area that is open to the public and owned by the North Bay Mattawa Conservation Authority.

Proposal

Miller & Urso Surveying Inc. on behalf of the Nipissing District Housing Corporation, has submitted a Zoning By-law amendment application to rezone a portion of the property located at 1040 Brookes Street from a "Residential Second Density (R2)" zone to a "Residential Multiple Second Density (RM2)" zone, as shown on Schedule B attached to this report. The remainder of the property would remain zoned R2.

The purpose of the application is to allow the development of a portion of the property as a three storey apartment building containing forty-one rental units.

As outlined in this report, as a result of responses received through the internal and public circulation processes, staff are recommending that any approval granted by City Council amend the original request to include with both a special zone restriction that limits the height of the building to four storeys and that the property be placed in a Holding zone to address potential concerns related to traffic, service capacity and to complete an acoustic study to determine if design measures are required.

Summary

The subject property was previously used as a school (Dr. MacDougall, an English language public school). It was closed several years ago. The building was converted to an institutional use under the Zoning By-law (an indigenous services hub).

The nature of the use of the property has changed significantly since the school was closed. The area for the proposed development was previously utilized as the parking lot when the school was operational.

The applicants are proposing to rezone the westerly portion of the property for the purpose of constructing a new three-storey, forty-one unit apartment building. The rezoning would only apply to only a vacant portion of the property that is currently developed with a parking area. The eastern part of the property where the indigenous service hub is located would continue to be used in the same manner as an institutional use.

The proposed rezoning would result in the construction of new three storey rental housing building containing forty-one units within the City. Both the City's Official Plan

and the Provincial Policy Statement each encourage municipalities to facilitate the development of this type of housing.

The proposed development would take place within an existing built up area, making it infill development. Infill development is encouraged by the Official Plan and the Provincial Policy Statement.

The City's Official Plan includes policy that establishes where high density development is encouraged to take place. The property is largely in keeping with the characteristics identified by the Official Plan as being favourable for multi-residential development, such as being centrally located, having access to public services and having access to parks and natural areas. These policies are described in further detail in the Official Plan section of this report.

This rezoning request was circulated to the internal departments and external agencies that comment on these types of applications.

The City's Engineering Department identified that the traffic in the area should be reviewed by a traffic engineer to ensure road network capacity for the proposed development and to make design recommendations (if necessary). The Engineering Department also identified the need to have infrastructure service capacity in the area confirmed prior to the development moving forward.

The Ontario Northland also responded to the proposed application expressing some level of concern of conflict between the placement of new housing in reasonable proximity to their rail line. They requested that the property owner complete an acoustic study, consistent with industry guidelines and the City's Official Plan, prior to construction taking place.

In consideration of the comments made by the Engineering Department and the Ontario Northland, Planning Services are recommending that a "Holding" symbol be placed on the zoning. The Holding symbol can be removed once a traffic study and an acoustic study are completed and service capacity is confirmed.

It was also circulated to all property owners within 120 metres of the property. The City received a number of replies to the circulation, largely in opposition to the proposed development. Planning Staff has summarized the comments received from the public in the Correspondence section of the report, as well as indicating staff's reply to these comments. All correspondence received has been attached as an appendix to this report for Council's review and consideration.

One concern raised by a member of the public was the potential height of the building. The proposed "Residential Multiple Second Density (RM2)" zone does not have any restrictions on the maximum height of the building. Considering that the proposed apartment building would be located mid-block (instead of on a corner),

staff are recommending that the property be placed in a special zone to limit the potential height to four storeys. In staff's opinion, a four storey building with a flat roof would be in character with the remainder of the neighbourhood.

It is my professional opinion that the proposed Zoning By-law Amendment is in conformity with the Official Plan and the Growth Plan for Northern Ontario (GPNO 2011) and the end use is consistent with the Provincial Policy Statement (PPS 2020).

Provincial Policy

Growth Plan for Northern Ontario (GPNO 2011)

The Growth Plan for Northern Ontario (GPNO 2011) was introduced on March 3rd, 2011. All Planning Applications must consider this Plan as part of the evaluation process. Section 3(5)(b) of the Planning Act requires that decisions made under the Planning Act need to conform to the Provincial Plan or shall not conflict with it, as the case may be.

The GPNO 2011 is broad in scope and is aimed at shaping development in Northern Ontario over the next 25 years. It outlines strategies that deal with economic development, education, community planning, transportation/infrastructure, environment, and Aboriginal peoples. This Plan is primarily an economic development tool that encourages growth in Northern Ontario. Specific Planning related policies, including regional economic planning, the identification of strategic core areas, and targets for intensification have not yet been defined by the Province or incorporated into the Official Plan.

Section 4 of the GPNO (Communities) deals with land use planning matters. This Section speaks to creating a vision for a community's future. The City of North Bay achieves this through the implementation of the Official Plan. As discussed in greater detail later in the report, it is my opinion the proposed development conforms with the City's Official Plan.

In my professional opinion, the proposed Zoning By-law Amendment conforms with the policies and direction provided by the Growth Plan for Northern Ontario (GPNO 2011).

Provincial Policy Statement (PPS 2020)

The current Provincial Policy Statement issued by the Provincial government came into effect on May 1, 2020. This proposal has been reviewed in the context of the Provincial Policy Statement (PPS 2020).

The PPS 2020 defines Residential Intensification as follows:

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) development and introduction of new housing options within previously developed areas;
- e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- f) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other housing options.

The proposed construction of an apartment building meets this definition of residential intensification. If the subject Zoning By-law Amendment were to be approved, the resulting development would make better use of an underutilized lot. This represents infill development within an existing built up neighbourhood. It also facilitates the redevelopment of a former school property into a new apartment uses.

The Provincial Policy Statement 2020 encourages residential intensification within a community. There are several passages of the PPS 2020 outlining this policy directive. The Preamble to Part IV (Vision for Ontario's Land Use Planning System) states that "*Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.*"

Section 1.4.3 of the PPS 2020 further states that:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The intent to directing higher levels of density into a community's Settlement Area is

to ensure that the larger proportion of a community's population is located in a concentrated area, thereby reducing the overall amount of land that a municipality requires to house its population. Settlement Areas are also where public services are available. This reduces a community's impact on the natural environment.

The proposed apartment building would represent greater levels of density being located in the Settlement Area, as discussed by the above noted policies of the PPS 2020.

The PPS 2020 is a high level visionary document. It does not provide direction that is specific enough to identify locations that are preferred for apartment buildings. The City's Official Plan does provide some level of specificity and is discussed later in this report.

Planning Services Staff are of the opinion that the end use of the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement (PPS 2020).

Official Plan

The property is currently designated "Residential" in the City of North Bay's Official Plan.

One of the core principles of the Official Plan is to direct higher levels of development into the City's Settlement on full municipal services. By focusing higher levels of development in this manner creates efficient development patterns and is a more environmentally friendly approach to community building. Section 1.4.2 of the Official Plan states that "*North Bay endorses the principles of "smart growth" by concentrating growth within the Settlement Area in a manner that new development has easy access to employment lands, commercial lands, residential lands, parks, trails and public transit. North Bay continue the practice of concentrating growth within the Settlement Area in a manner that allows new development to have easy and efficient access to employment, residential, commercial and park areas."*

The subject property is located in a built up area with access to the full range of public services. This includes municipal sewer/water, nearby access to parks and transit.

The Official Plan contains policies that specifically relate to the placement of high density residential development. Relevant policies are cited below:

2.1.12.2 High and medium density developments should include common facilities, such as parks or open space.

*2.1.12.3 High density developments will be encouraged to locate in suitable areas including:
a) the Central Business District and its immediate vicinity, or*

- b) *in close proximity to major shopping areas, community facilities, open space and recreational facilities, or*
- c) *in peripheral locations around residential neighbourhoods with access to major collector or arterial roads, or*
- d) *when designed as an integral part of a new Plan of Subdivision.*

2.1.12.4 *Apartment buildings shall be sited so that they:*

- a) *enhance the visual image of the City;*
- a) *create focal points that emphasize important locations in the City;*
- b) *do not unduly overshadow or interfere with visual amenities of lower density residential areas by reason of their bulk; and*
- c) *relate compatibly with existing buildings and with the character of the immediate area, and do not constitute an intrusion into an established area of lesser density.*

2.1.12.7 *In the development of new apartment buildings, the City may require that a minimum amount of the land, or an equivalent amount of cash, be dedicated for park or open space purposes.*

2.1.12.8 *In considering applications for higher density residential uses, it shall be clearly demonstrated to the satisfaction of the City that no undue pressure will result on:*

- a) *arterial or collector roads;*
- b) *parks, open space and recreational facilities;*
- c) *schools; and*
- d) *sewers and water mains.*

2.1.12.9 *Apartments shall not be approved where major traffic flows will result on local streets serving low density residential development.*

2.1.12.10 *Apartment buildings shall be separated from adjacent dwellings by a distance sufficient to maintain adequate privacy, amenity and the value of surrounding property.*

2.1.12.11 *The City shall ensure that existing and future low density residential uses shall be protected from future high density residential development through the use of adequate setbacks and buffering.*

2.1.12.12 *There shall be no development of high density residential units except by site plan control, as provided for in the Planning Act.*

In reviewing the above noted policies, it is staff's opinion that the proposed development is largely in keeping with the direction provided by the Official Plan.

The subject property is centrally located, a short distance from the limits of the Central Business District (a little more than 150 metres, measured in a straight line manner). It has access to a broad range of public services, including direct access to the #3 transit route that travels along Brookes Street. Shopping facilities are not

immediately present, but there are significant shopping facilities located a short distance from the subject property. The property is near several parks, including Laurier Woods, Metcalfe Park and Rockview Park. It is also in close proximity to Kinsmen Trail.

Regarding the policies regarding building height, staff notes that the proposed development would be 3 storeys in height. The existing zoning currently permits a 2.5 storey development as a right. In staff's opinion, a 3 storey flat roofed building is similar in size and scale to what the zoning presently allows.

Recognizing that a standard RM2 zone does not have any restrictions on height maximums and that the remainder of the immediately surrounding area is largely comprised of one and two storey buildings, it is staff's opinion that the property should be placed in a special zone to limit the height of future development to a maximum of four storeys. At this height maximum, factoring in buffering and landscaping requirements, it is staff's opinion that the proposed and future development of the property would remain in character with the neighbourhood.

With respect to the policies related to setbacks and buffering, it is staff's opinion that the property is large enough to accommodate the necessary buffering and landscaping requirements of the Zoning By-law.

Staff notes that the subject property does not front on a major road, as defined by the Official Plan. Staff is recommending placing the subject property in a Holding zone in order to confirm that the existing road network in the area is appropriate to accommodate the proposed apartment dwelling by way of a Traffic Impact Study. The purpose of the study would be to closely examine existing and project traffic volumes to ensure the proposed development would not place any undue pressure on road infrastructure. This would be required to be completed prior to the development proceeding.

Staff would further note that the property was previously utilized as an elementary school. This use would have accommodated significant traffic volumes, particularly at peak times when school buses would have been arriving and departing.

The Official Plan includes policies related to development near rail lines. These policies are as follows:

Rail Land/Employment Lands

- 4.11.6 *Development on lands adjacent to railway or industrial uses shall be protected from nuisance. Noise abatement will be achieved through the siting of buildings, berms, and screen fencing for outdoor spaces. Acoustical insulation and building design will be utilized for indoor spaces to achieve acceptable noise levels. Visual separation,*

adequate setbacks, and landscaping will be required where appropriate.

- 4.11.7 *Before approval is issued, a noise assessment as provided for in the Ministry of Environment guideline LU-131 "Noise Assessment Criteria in Land Use Planning" should be prepared by an acoustical consultant to address all potential noise sources which may impact on the site.*
- 4.11.8 *The acoustical noise study is subject to the review and approval of the City of North Bay.*
- 4.11.9 *The acoustical consultant are required to certify that the site plan meets the requirements of the acoustical study and certify that the plans submitted for the building permit are in accordance with the acoustical study.*
- 4.11.10 *Developers of residential units shall inform, in writing, all prospective tenants or purchasers that the property is adjacent to an important main line rail operation and that it is in an area subject to noise and vibration caused by these railway operations, that these operations are essential, and that such noise and vibration may be increased in the future due to changing demands or methods of operating.*

At the current time, staff is not in receipt of an acoustical noise study, as outlined above. Planning staff are recommending that the property be placed in a "Holding" zone until such a time that the study has been completed and accepted. Staff would further note that a clause of the Site Plan Control Agreement shall require the Owner to inform all tenants of the presence of the rail operations.

Planning Staff are of the opinion the Zoning By-law Amendment is appropriate and conforms to the City of North Bay's Official Plan.

Zoning By-Law No. 2015-30

The subject property is presently zoned "Residential Second Density (R2)". The R2 zone permits the following uses:

- Single Detached Dwelling;
- Group Home Type 1;
- Bed and Breakfast (as an Accessory Use only);
- Home Based Business (as an Accessory Use only);
- Parks and Playgrounds;

- Day Nursery (as an Accessory Use associated with an Institutional or Public Building only); and
- Institutional Uses

The applicant proposed to rezone the property to a “Residential Multiple Second Density (RM2)” zone. The RM2 zone permits the following uses:

- Apartment Dwellings
- Boarding, Lodging or Rooming House
- Group Home Type 2
- Accessory Home Based Business
- Accessory Non-Residential Use
- Parks, Playgrounds and Non-profit uses
- Day Nursery
- Institutional Uses

As previously discussed, it is staff’s opinion that the proposed Zoning By-law amendment should include a Special zone that would limit the height of future development to four storeys.

The subject property is able to meet all other regulations of the Zoning By-law.

Correspondence

This proposal was circulated to property owners within 120 metres (400 feet) of the subject lands, as well as to several municipal departments and agencies that may have an interest in the application. In terms of correspondence received from these departments and agencies, the Planning Department received the following comments:

Of the agencies that provided comments, the Building Department, the Ministry of Transportation and the North Bay Mattawa Conservation Authority, each offered no concerns or objections.

The Engineering Department provided the following comments:

- Engineering will require that a holding zone designation be implemented with completion of the following:
 - Based on a preliminary screening review, the City anticipates that the development will generate less than 100 new hourly trips. A traffic memorandum is required for the development detailing the trip generation rates and identifying any potential impacts/issues to the City’s road network. A traffic impact study may be required should any potential impacts/issues be identified in the traffic memo. The City will make available to the developer’s traffic consultant any available traffic data

that it has. It will be the responsibility of the traffic consultant to screen the data and determine if more data is required in order to determine if there are potential impacts/issues that would warrant a full traffic impact study.

- A functional servicing brief is required for the development identifying any potential impacts/capacity issues to the City's sewer and water distribution networks. A functional servicing report identifying solutions may be required should any potential impacts/issues be identified in the functional servicing brief. The City will make available to the developer's consultant any available data that it has. It will be the responsibility of the consultant to screen the data and determine if more data is required in order to determine if there are potential impacts/issues that would warrant a full functional servicing report.

As per the above comments from the Engineering Department, Planning staff is recommending that the property be placed in a Holding Zone until traffic and servicing studies are completed.

The Ontario Northland commented on the proposed application, identifying that while their rail line is not adjacent to the proposed development, it is in close enough proximity that it would influence the proposed residential use. The ONTC has requested that the City place the property in a Holding Zone until an acoustic study is completed. The ONTC has also requested that a notice be placed on title notifying future residents of the presence of the rail line and that the noise and vibrations from these operations may affect the residential enjoyment of the subject lands.

Staff is of the opinion that the ONTC's request is reasonable. The subject property is approximately 225 metres from the rail line, which will provide some separation and buffering. Our recommendation has been modified to incorporate the ONTC's request for the property to be placed in a Holding Zone until the acoustic study is done.

Planning staff received a number of responses from the public. A complete copy of all correspondence received from the public is attached to this Report as Appendix B.

The following is intended to provide a general summary of some of the concerns raised by members of the public. It is not intended to discuss all points made by the public. A complete copy of correspondence received is attached as Appendix B.

- Traffic: Several individuals expressed concerns regarding to the volume of traffic that would be generated by the proposed apartment building.

The City's Engineering also commented that a traffic study should be completed prior to the development taking place. Planning staff is recommending that the property be placed in a "Holding" zone to until a traffic study is completed.

- Affordable Housing/tenants: Some neighbours objected to the possibility of new residents being renters and their income status. Consistent with the direction provided by the Ontario Human Rights Commission, staff does not consider the issue of ownership or individuals' income level in the evaluation of Zoning By-law amendments.
- Character of Neighbourhood: Some individuals stated that an apartment building would be out of character with the existing neighbourhood. Some specific concerns included noise, height of building and traffic. These concerns to be addressed through the required studies and mitigating recommendations will be implemented by way of Site Plan Control.
- Property Value: Several individuals cited their concern that the placement of an apartment building would reduce their property value. Staff would note that property values are not a land use matter and is not considered as part of the evaluation of applications made under the Planning Act.

There have been numerous studies from different jurisdictions that have examined the question the effect of affordable housing on property value. The significant majority of this research shows no particular effect on property values.

The Ontario HomeComing Coalition document titled *Yes, In My Backyard – A Guide for Ontario Supportive Housing Providers*, reached the following conclusion regarding the effect of affordable housing:

"In 26 U.S. and Canada studies, 25 studies showed social housing – including housing for people with mental illness – had no impact on property values, and the 26th study was inconclusive. In fact, property values near social housing typically rose faster than property values in other areas. In B.C., for example, professional appraisers tracked the impact of seven social housing projects. In every case, neighbours opposed the projects because they feared their property values would go down. The appraisers tracked sale prices among nearby houses, and compared these to a control area, over five years. The findings: house prices near the controversial projects increased as much – and in five of the seven cases, more than – houses in the control area. There was no evidence of panic selling, or of houses taking extraordinarily long times to sell."

- Infrastructure Capacity: Staff received correspondence expressing concern regarding the capacity of the infrastructure in the area to accommodate the proposed level of development. There is no indication that the infrastructure is insufficient for the proposed development. However, the property owner would be required to confirm this capacity as part of the Site Plan Control and Building

Permit processes.

- **Height:** There has been some opposition to the proposed height of the building and whether three storeys would be excessive for the area. The current zoning permits a 2.5 storey dwelling unit. Staff is of the opinion that three storeys, while slightly larger than other properties in the area, is not significantly outside the norm, particularly if the construction is a flat roof instead of a peaked roof. It is staff's opinion that a 3 storey structure will not be outside the character of the neighbourhood.

As previously discussed in this report, staff is recommending limiting the height of the building to a maximum of 4 storeys. At this height, staff is of the opinion that the building will continue to be in character with the neighbourhood.

- **Greenspace:** Several individuals said that they would be disappointed to lose greenspace in the area. Protection of the natural environment is one of the core principles of the City's Official Plan. Protection measures are done at a high level through policies that limit development in the rural area, protects environmentally sensitive lands and creates parks and green spaces. The City's Official Plan contains identified areas of development constraint that need to be addressed prior to development. The subject lands does not have any environmental constraints that would preclude the development of these lands. The property has not been identified for future park requirements in the City's draft Parks Master Plan.

Regarding the passive enjoyment of the greenspace, staff would note that parks and open spaces are generally publically owned and planned a high level, including the presence of Laurier Woods, located a short distance to the southeast.

Financial/Legal Implications

None

Corporate Strategic Plan

- | | |
|--|---|
| <input type="checkbox"/> Natural North and Near | <input checked="" type="checkbox"/> Economic Prosperity |
| <input checked="" type="checkbox"/> Affordable Balanced Growth | <input checked="" type="checkbox"/> Spirited Safe Community |
| <input type="checkbox"/> Responsible and Responsive Government | |

Specific Objectives

- Promote and support public and private sector investment
- Facilitate the development of housing options to service the entire community, with consideration to socio-economic characteristics of the community
- Facilitate the development of housing options to service the needs of the community

Options Analysis

Option 1

Approve the proposed Zoning By-law amendment, subject to the property being placed in a Holding Zone to address issues related to traffic, servicing and proximity to the rail line

Option 2

Approve the proposed Zoning By-law amendment as requested by the applicant without a Special Zone or Holding Zone

Option 3

Deny the proposed Zoning By-law amendment

Recommended Option

Option 1 is the recommended option

1. That the proposed Zoning By-law Amendment by Miller & Urso Surveying Inc. on behalf of the Nipissing District Housing Corporation – 1040 Brookes Street in the City of North Bay to rezone the property from a “Residential Second Density (R2)” zone to a “Residential Multiple Second Density Holding (RM2H)” zone for the property legally described in Appendix A to Report to Council No. CSBU 2021-056 be approved; and
2. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Respectfully submitted,

Name: Peter Carello, MCIP, RPP

Title: Senior Planner

We concur with this report and recommendation.

Name Beverley Hillier, MCIP, RPP

Title: Manager, Planning & Building Services

Name: Ian Kilgour, MCIP. RPP

Title: Director, Community Development and Growth

Name: David Euler, P.Eng., PMP

Title: Chief Administrative Officer

Personnel designated for continuance:

Name: Peter Carello, MCIP, RPP

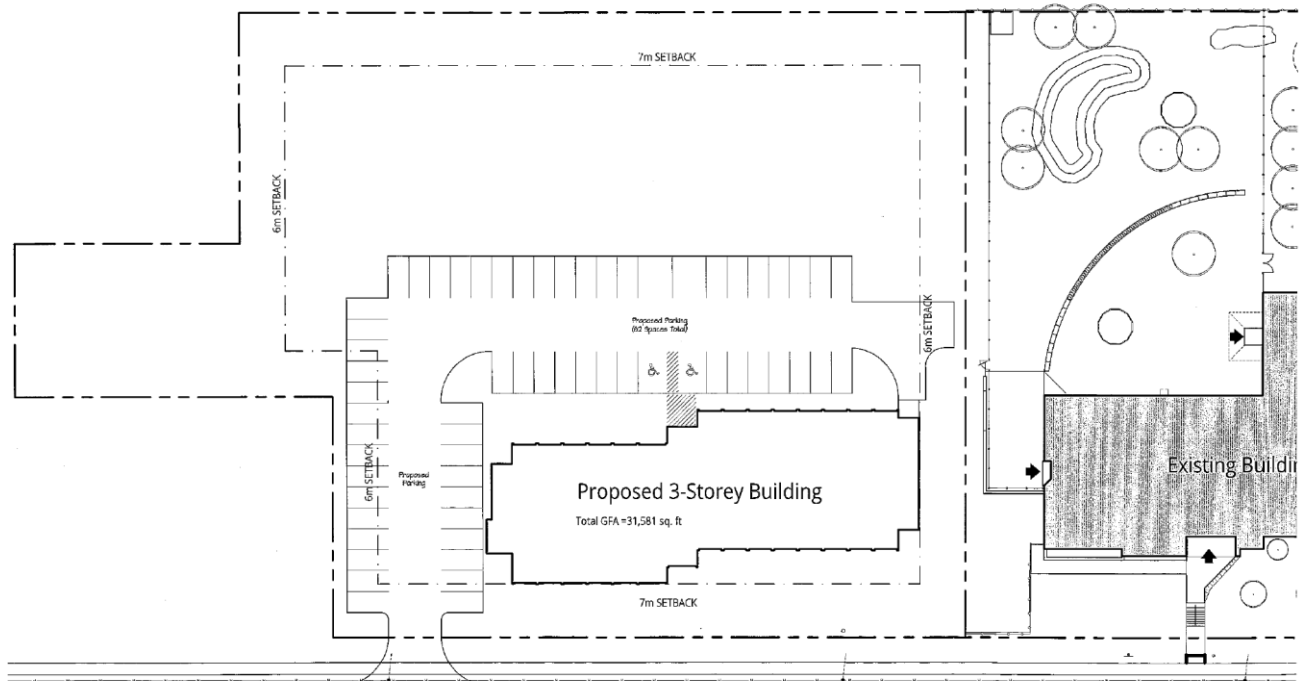
Title: Senior Planner

W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2021\CSBU 2021-056 – ZBLA File #939 – Zoning By-law Amendment – 1040 Brookes Street

Schedule A



Schedule B



Appendix A

PIN 49154-0268 (LT)

LT 4-19, 22-38 PL 72 Widdifield; PT John St PL 72 Widdifield as Closed By
NB47124 as in NB47262; North Bay; District of Nipissing

Appendix B – Correspondence

Good Morning Peter,

The Building Services department has no concerns with this proposed Zoning By-Law Amendment.
Thank you

Aaron Lott
Acting Chief Building Official
Plan Examiner
Building Services
Community Services Business Unit

Hi Pete,

I have found a resource we can use for screening whether a full Traffic Impact Study is required – it is from the Institute of Transportation Engineers. This site doesn't meet that threshold, but we will still require a Traffic Memo. Below are our comments:

- Engineering will require that a holding zone designation be implemented with completion of the following:
 - Based on a preliminary screening review, the City anticipates that the development will generate less than 100 new hourly trips. A traffic memorandum is required for the development detailing the trip generation rates and identifying any potential impacts/issues to the City's road network. A traffic impact study may be required should any potential impacts/issues be identified in the traffic memo. The City will make available to the developer's traffic consultant any available traffic data that it has. It will be the responsibility of the traffic consultant to screen the data and determine if more data is required in order to determine if there are potential impacts/issues that would warrant a full traffic impact study.
 - A functional servicing brief is required for the development identifying any potential impacts/capacity issues to the City's sewer and water distribution networks. A functional servicing report identifying solutions may be required should any potential impacts/issues be identified in the functional servicing brief. The City will make available to the developer's consultant any available data that it has. It will be the responsibility of the consultant to screen the data and determine if more data is required in order to determine if there are potential impacts/issues that would warrant a full functional servicing report.

Thanks,
Adam

Senior Capital Program Engineer | City of North Bay

Hi Peter,

In regard to the proposed zoning by-law amendment for the above-noted location the Ministry of Transportation has no objection to the proposed change for the subject property.

Thank you,
Jamie

Jamie Geauvreau, Corridor Management Planner (A)
Operations Division, Northeastern Region
Ministry of Transportation Ontario



555 Oak Street East, 555, rue Oak est
North Bay, Ontario North Bay (Ontario)
P1B 8L3 P1B 8L3

1.800.363.7512
www.ontarionorthland.ca

BY ELECTRONIC TRANSMISSION: peter.carello@cityofnorthbay.ca

July 15, 2021

The Corporation of the City of North Bay
200 McIntyre Street East
P.O. Box 360
North Bay, ON P1B 8H8

Attention: Peter Carello
Senior Planner

Dear Sir:

**RE: Application for Zoning By-Law Amendment
Nipissing District Housing Corp - Applicant
1040 Brookes Street**

Thank you for the opportunity to provide comments on the above noted Application for Zoning By-Law Amendment.

Ontario Northland can confirm, upon review of the Application for Zoning By-Law Amendment, that we have an operating railway approximately 230 meters from the proposed development at 1040 Brookes Street, North Bay, Ontario.

We understand that the purpose of the application is to permit the construction of a 3 storey, 41-unit apartment building. Due to the proximity of Ontario Northland's railway operations to the proposed new residential development, it is almost certain that the site will be impacted by noise from the operation of the railway. In addition, there is a possibility that the site will also be affected by vibration and emissions from the railway operations. There is likely to be an expansion of the number of trains on the railway in the future due to the potential introduction of passenger rail and other changes to railway operations.

Policies

The Provincial Policy Statement ("PPS") contains the following policies:

1.2.6 Land Use Compatibility

- 1.2.6.1 *Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
 - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

A residential development is considered a *sensitive land use* and rail facilities are a *major facility*.

The City of North Bay's Official Plan contains the following policies:

Rail Land/Employment Lands

- 4.11.6 Development on lands adjacent to railway or industrial uses shall be protected from nuisance. Noise abatement will be achieved through the siting of buildings, berms, and screen fencing for outdoor spaces. Acoustical insulation and building design will be utilized for indoor spaces to achieve acceptable noise levels. Visual separation, adequate setbacks, and landscaping will be required where appropriate.
- 4.11.7 Before approval is issued, a noise assessment as provided for in the Ministry of Environment guideline LU-131 "Noise Assessment Criteria in Land Use Planning" should be prepared by an acoustical consultant to address all potential noise sources which may impact on the site.

- 4.11.8 The acoustical noise study is subject to the review and approval of the City of North Bay.
- 4.11.9 The acoustical consultant are required to certify that the site plan meets the requirements of the acoustical study and certify that the plans submitted for the building permit are in accordance with the acoustical study.
- 4.11.10 Developers of residential units shall inform, in writing, all prospective tenants or purchasers that the property is adjacent to an important main line rail operation and that it is in an area subject to noise and vibration caused by these railway operations, that these operations are essential, and that such noise and vibration may be increased in the future due to changing demands or methods of operating.

Requested Conditions

The proposed development is not “adjacent” to the railway operations, however it is within the proximity limit (300m) that is used to determine requirements for developments in the FCM-RAC Guidelines for New Development in Proximity to Railway Operations.

Ontario Northland is requesting that, as a condition of approval of the zoning by-law amendment, the Applicant be required to:

- (a) undertake a noise assessment as set out in the Official Plan and the results of the assessment be used to inform the design and construction of the development.
- (b) provide in writing to all prospective tenants the following:

The residential unit the Tenant will be renting is in close proximity to the operation of the Ontario Northland Railway which produces noise, vibration and, potentially, emissions. The Tenant will not be entitled to make any complaint and/or claim against Ontario Northland for nuisance or any other claim relating to the operation of the railway in proximity to the subject property.

There may be alterations to, or expansion of, the rail operations of Ontario Northland in the future including the possibility that Ontario Northland may expand its operations and there will be additional trains operating on the railway. Ontario Northland will not be responsible for any complaints or claims arising from the expansion or alternation of the rail operations.

We appreciate the opportunity to comment on the zoning by-law amendment application for this development.

If you have any questions or require additional information relating to our comments about the proposed zoning by-law amendment, please contact the writer.

Regards

A handwritten signature in black ink that reads "Jaques". The signature is written in a cursive style with a large initial "J".

Donna Jaques

Tel: 705-472-4500, ext. 316

Cell: 705-477-4456

Email: donna.jaques@ontarionorthland.ca

July 7, 2021

Corporation of the City of North Bay
200 McIntyre St. E., P. O. Box 360
NORTH BAY, Ontario P1B 8H8

Attention: Peter Carello, Senior Planner-Current Operations

Dear Mr. Carello:

**Re: Zoning By-law Amendment
1040 Brooks Street
City of North Bay
Our File No.: PZB10-NB-21**

This office has received and reviewed the above zoning by-law amendment which proposes to amend Zoning By-law 2015-30 to rezone a portion of the property at 1040 Brookes Street from a Residential Second Density (R2) zone to a Residential Multiple Second Density (RM2) zone for the purpose of permitting the construction of a 3 storey, 41 unit apartment building. The following comments are based on a review of the application with respect to our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement, 2020 (PPS, 2020) and our regulatory authority under Ontario Regulation 177/06 Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA). The Conservation Authority also provides advice as per our Plan Review Agreement with the Municipality regarding Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the Provincial Policy Statement (PPS, 2020).

The subject property does not contain any floodplains, watercourses, shorelines, wetlands, valley slopes or other environmental features of interest. It is our opinion that the application is consistent with Section 3.1 of the PPS 2020. The property is not subject to Ontario Regulation 177/06 or to the policies of NBMC at this time, and as such, a DIA permit is not required from this office. The Conservation Authority is satisfied that the application is consistent with the policies as set out in Sections 2 and 3 of the PPS 2020. We have no objection to this application.

Trusting this is satisfactory. Should you have any questions, please do not hesitate to contact me at (705) 471-7636. For administrative purposes, please forward any decisions and resolutions regarding this matter.

Yours truly,



Paula Scott
Director, Planning & Development/Deputy CAO

Mr. Carello,

I am the property owner of 939 Brookes St, here in North Bay. In regards to the zoning by law proposed amendment, for 1040 Brookes st., I am completely apposed to the construction of a 3 storey, 41 unit apartment building!

It is totally an inappropriate place to put this apartment building!!!

Please consider this quiet residential community. If you are interested in hearing my concerns, feel free to contact me.

Brenda Brooks
Sent from my iPad

Good afternoon,

RE: Application for zoning by-law amendment 1040 Brookes St. North Bay

I am writing to express my concerns and opposition to the proposed zoning by-law amendment concerning the property at 1040 Brookes Street in North Bay.

There are some serious concerns as to how the development would fit into the character of the existing neighbourhood. Currently, the surrounding neighbourhood has a safe, quiet and peaceful reputation. The change in zoning to allow for higher density development and the construction of a 41 unit building would most certainly have a negative impact on the quiet nature of the existing community. It seems that this development would be contradictory to the City's Official plan in that it does not seem to be sufficiently spaced from nearby single detached dwellings and would therefore not maintain privacy, amenity and value of nearby properties. This development seems incompatible and inconsistent with the existing residential dwellings in the immediate area and would indisputably constitute an intrusion into the nearby lesser density residential area.

Additionally, this zoning change would significantly impact and increase traffic in the area. Traffic and pedestrian safety are already a concern in the area. There is a lack of sidewalk on one side of Brookes St (directly across from the property) and nearby intersections of John St/Hardy St and Franklin/Laurier St frequently become congested. Current infrastructure in the area seems insufficient to mitigate an increase in traffic as a result of the proposed development.

The proposed rezoning and development will involve the destruction of a green space and will adversely affect natural features of the area. Wildlife and birds are often observed at the property in question and development of this area would have a negative impact on the natural surroundings/wildlife habitat in an area in close proximity to a Provincially significant wetland and environmentally sensitive area.

The proposed zoning amendment would negatively impact the residents and the character of the surrounding neighbourhood and would cause traffic and safety concerns in the immediate area. This property would be more suited to a park/open green space to enhance and preserve the character of the community.

Sincerely,
Charity Cripps

I would like to submit my comments as to why I oppose the Zoning By-law Amendment for the above noted property.

This neighbourhood is all one and two story homes that are single family dwellings. An apartment building would not fit the footprint of this neighbourhood.

I feel that having an apartment building so close by would extremely reduce my property value even more than the "institution" across the street already has.

The amount of traffic that a 41 unit apartment building would bring will also be a major problem in this area. We already have problems with traffic in this neighbourhood and have had to pick up car parts from accidents that have happened in our front yard.

Thank you for your consideration.

Cathy Gauthier
Marcel Gauthier

We are in receipt of your correspondence with respect to the above.

Please be advised that we are completely against the idea of this proposal.

There have been so many changes in this neighbourhood since we moved here in 1996, the closure of Dr. MacDougall School, proposed opening of a through street connecting one Metcalfe to another, the construction of the Nipissing Serenity Housing, construction of the group home on John Street and the subsequent construction which occurred at Dr. MacDougall school.

There has been **more** than enough changes in this neighbourhood, some have actually brought down property values for those who have chosen to sell and a building of this proportion can definitely add to this problem.

There is no reason at all that we can think of that would necessitate the building of this proposal, nor addition of 41 families to this neighbourhood ... no schools, no where for children to play, etc., and we would respectfully appreciate that this be brought forth at the meeting of October 18, 2021.

Regards,

Karen and Colin Bagley
1080 Metcalfe Street
North Bay, ON
P1B 2R3

Good morning all,

Regarding the Low income 3 story 42-unit apartment going up on Brook street. I say going as we all know this will be a rubber-stamped project with most considering my concerns trivial and a nuisance to be ignored. This was obvious in the slightly deceptive letter originally sent out and the placement of the sign conveniently placed in the bushes to inform the neighbourhood of the upcoming zoom meeting on the 18th. If by chance any of the neighbours did happen to see it and were concerned about the sheer size of the building or that is for low-income housing, they would also need to figure out what a Zoom was and how to use it.

The recent function at the indigenous facility created a huge traffic issue with vehicles scattered around the block. How they will handle the loss of their parking lot.

At least HANDS reached out to the area to hear any concerns whereas the Hub seems to be apathetic and unconcerned about their neighbours.

I haven't decided yet on attempting a futile zoom call but will be in attendance none the less.

P.S. Thanks to Mark for acknowledging my initial concerns and to Dave for replying.

Regards Ken Snoddon, Hardy st.

To All

This residential area on Brooks st. area once again is facing more green space paved over for development. This facility is a much too large for the area and will affect our property values as well as the already Busy traffic at the indigenous hub. I could understand a small senior apartment but with total lack of any information I can only assume these are proposed Low income units which in itself creates other issues. It has become blatantly obvious that the shared views are all about Free Land and Free money when adequate housing is available the need for segregation housing is unwarranted. Perhaps the east end is perceived as a less important area and maybe a tax reduction is necessary when our property values drop from all the activity in a once quiet neighbourhood. Is this really a need or a way to spend money that's available?

Please think on this very carefully for us, the taxpayers and not just another insignificant nuisance complainer.

Smaller with Seniors would be a better fit., Don't need or want another low income housing problem.

Regards Ken and Crystal Snoddon
Hardy st.

Dear Mr. Carello

Thank you for the notice concerning the application for the by-law amendment for 1040 Brookes street.

Even though I support the need for affordable housing and everyone's right to have a decent place to live, I do have a few concerns.

1) The volume and the speed of traffic has increased significantly since the closure of Dr. Mac. School due to it no longer being a school zone. Adding a potential 40 + vehicle will certainly increase traffic once again.

2) My home is 74 yrs. old, the proposed building may require blasting as the bedrock is near the surface and above surface in much of the lot. I worry that my foundation will be damaged.

3) The infrastructure on Brookes is also old and I'm concerned that it may not be able to handle 41 more toilets flushing at the same time.

4) With potentially 41 more vehicles how will parking for tenants and visitors be handled? Presently when cars are parked on the street, it is difficult to back out of my driveway safely with speeding cars coming from directions. Perhaps speed bumps could remedy that problem.

5) Abuts and proximity models used by Mpac would suggest that a -5% decrease in our properties will occur. Will that -5% decrease be applied to our present tax rate.

6) How will garbage and recycling be handled with such a high number of units (41 proposed)?

My hope is that council, the developers and the owners of this property address these concerns in an adequate and positive manner.

Yours sincerely

Michel Bradette

997 Brookes Street

Hello Peter.

Are you able to send me a site plan so I can see exactly what they want to build and where on the property things will be placed. IE. Structures (the building itself.), access's and parking.

Just want to get the full picture of how the property will be utilized.

Thank you.

Matt R.

Hello

My question is **who will be operating** this 3 storey, 41 unit residential apartment building. Will it be privately owned by a housing developer, operated by the Native Friendship Centre, or will it be low-income housing and run by the DNSSAB?

My property will be directly impacted by this building. And I need to know what to expect so that I can make informed decisions.

Nicole Valiant

Well thank you Jack Wil answer all communication.. I share the same opinion.. My son.. 22 years old.. moved to Alberta 10 ago to get gainful employemnt to get ahead not paycheck to paycheck like north bay. I'm disappointed with our leadership.. Have a good day. Tent city wow

Kindest regards
Gazelle Carlson

Dear Peter

For the following reasons , I am ***strongly opposed*** to rezoning said property and building a 3 storey. 41 unit, low income rental and imagine you would be too if it were your neighborhood .

* It will devalue my property even though my taxes are quite high and increasing.

* The **increase in traffic** will be horrendous and is already terrible from John street through Brookes then Laurier on to Franklin... (definitely **a safety issue for all our children** as it is)

* The street already has enough mentally ill individuals walking through, thanks to the city offering drug addiction treatments and mental dis-order treatments as well. These people are arriving in bus loads without consulting citizens of North Bay.

* Also, I would request the details as to how Miller acquired said property as the property did belong to the taxpayers...

(1) was the property given to Miller ? If so, why ?

(2) did the property sell for fair market value ? If so , what was the amount.

(3) was the property made available to all to bid on and if not, why ?

Looking forward to your reply...

Kindest regards...Jack Bureau

Peter Carello,

Will you please answer a few questions regarding the proposed apartment?

What does RM2 mean? Is it RM1 now? So there are about 20 lots now on the street - not certain what happens at walk through lane and whether it is a lot or not. Say an average family is 4 point something. Some may be a bit more and others just a couple or single person. So there may be 80 people on this street. How many more people does an RM2 allow from the new building? 100 to 160? (4 x 41)

Will any of these new apartments be 3 bedrooms for families? That is what I would like to see here, more affordable, good family housing. Are children expected to live here? How many are going to be bachelorettes?

Is a 3 story building much taller than the school? Will there be any buffer between the people on Maher Street's backyards and the building? Will the cars in winter warm up with exhaust into the yards? Will there be any parking? Any green or play space? I suppose I can think of a reason for 3 stories and more apartments, but, is there a reason the building couldn't be 2 stories, or perhaps 2 stories with a reduced sized 3rd?

I see potential exits to Hardy Street and Brookes Street. There will be two correct? Does that mean the existing intersection at John Street and Hardy Street will be amended to accommodate the apartment exit?

Just in case it sounds otherwise, I do approve of using that land for housing.

Pamela McKend

Good morning Pietro,

Hopefully you've gotten a lot of good feedback? After speaking to many of my neighbours, I found it discouraging to hear that many mention feelings of dread and having conceded to the fact this may be unavoidable; hopefully they voiced their concerns and didn't just throw in the towel?

Being one of the most proximate homeowners (literally right across the street) I am not entirely opposed to the rezoning from R2 to RM2. But only because I see the apartment building as a contained structure with one driveway, which is more desirable than the construction of several houses/row houses (which is the least desirable outcome for myself).

Ideally, I'd prefer to see the green space remain undeveloped, however you indicated that this isn't realistic and the idea of several homes (with independent driveways, respective yards and questionable clutter that comes with the various personalities that would occupy those homes) being much worse on so many levels. The idea of one structure/apartment building with one parking lot doesn't seem as bad.

Future development / allotment of retail / commercial space within the proposed building also feels reasonable.

However, I do have concerns about the current plans / placement of the proposed building should this project decide to move forward. I've tried to itemize my thoughts based on the level of perceived concern I have related to them as follows:

Major Concerns

Water

I'm less than enthused with the idea of this current green space being developed as there is a lot of ground water, that upon first glance seemingly doesn't show. The property in question also slopes towards Brookes Street, resulting in considerable runoff both above and below ground. Spring runoff / snow melt and rain has always headed downhill towards my property. Even Brookes Street itself has no ditches until you reach my property and the road water pools at the entrance of my driveway (if you haven't watched the video I posted for you on my OneDrive account, take a moment to see how even a light rainstorm fills the street with water). Additionally, right in front of the Indigenous Hub, there is a slight deviation in the road surface that forces channels of water to cross to my side of the street. Those who want to see this project proceed may not understand just how much water we are talking about. It's very deceiving. If I could suggest / recommendation a road/traffic study for Brookes Street between Hardy and Laurier Ave that would be awesome. There's more going on than just the rezoning. The entire street could be compromised by one piece of development that wasn't pre-existing. It's more than just the green space. Water is a real issue.

As such, I've worked hard to raise my driveway and clear the small culvert beneath it where my driveway meets the road, to mitigate as much water away from my property as possible. Actually, when examining the street there are only two properties that have a ditch and culverts and those are my property and the laneway beside me (both are right directly across from the rock and the greenspace).

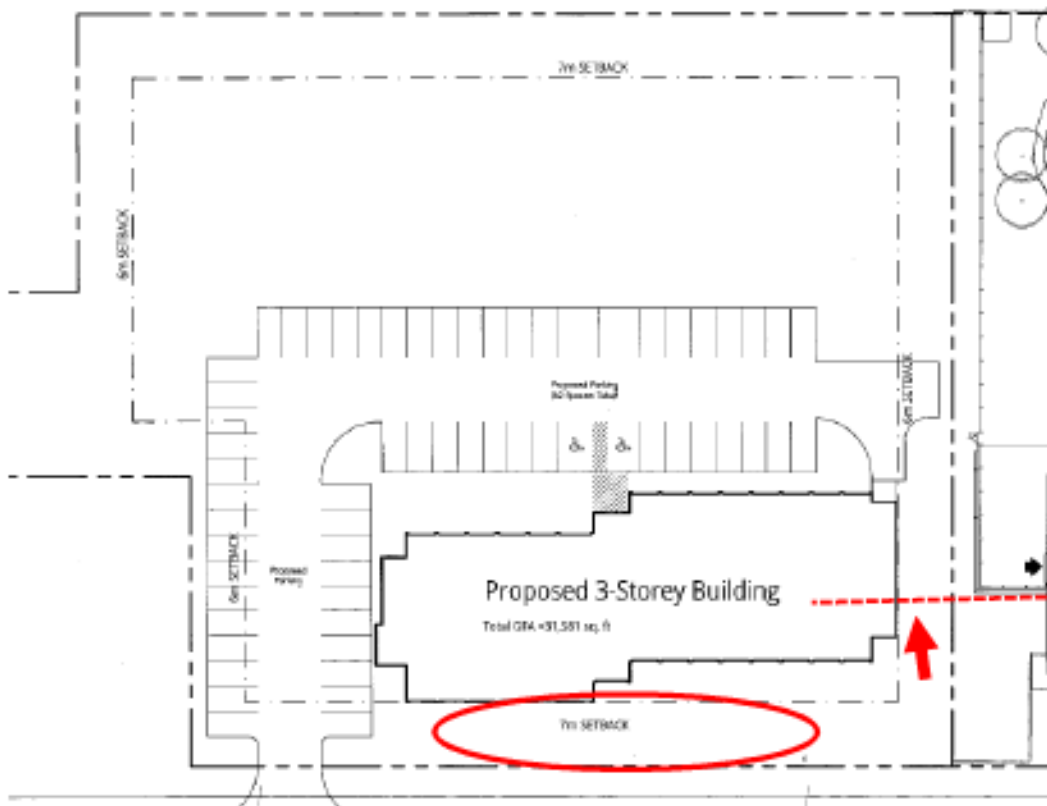
You said that any development would take water drainage seriously, however that green space also absorbs a lot of water too. If they start paving it for parking lots, and building an apartment – where is the buffer going to be? The land is compromised due to a large rock that starts at the rear of the property, continues unseen below Brookes Street, then down, both under and alongside my home's foundation. That rock needs the green space to buffer the water; and reducing the amount of absorptive soil will only lead to further water issues alongside the rezoned property. Replace the green space with asphalt and concrete, and the water will not drain away but follow the rock and contribute to hydrostatic pressure around my foundation. Just past my house in the laneway (a continuation of Winter Street) its swamp like at the mid-point. Before I raised my driveway, that laneway was always wet all summer with standing water from the school yard/green space. Conditions could be bone dry across the street, but beside me, there is always standing water alongside my property.

Setback / Landscaping

In the PDF you provided, the proposed building is being placed extremely close to my house. The mention of 200 meters of frontage is entirely viewable from my front yard on Brookes Street. I'd ask for consideration in pushing the proposed building back, such that its is either exactly on par with the Indigenous Hub (or further). The 7m setback seems like a minimum, but can we have it increased? 8m or 9m at least (or more). I truly believe they designed the first draft this way to accommodate that large rock without requiring its removal. While that may save some money in the development of a building, it places the building much closer to the road than anyone who lives around here would like.

If the setback allows, I'd recommend planting trees / shrubs so that the illusion of green space is maintained. Strategic trees would also green up the neighbourhood and make the street look more inviting. Personally, I'm not looking forward to having a large structure ominously right across the street, or having my current privacy challenged by onlooking apartment units facing my home.

One possible monkey-wrench to all of this is the existing utility lines/poles on that side of the street. Unless the setback is increased the building will be dangerously close to those utility/hydro lines. Will there be rear facing balconies on this proposed building? If yes, those who occupy the proposed 2nd and 3rd floor units are within mere feet of a utility line at their "eye level". This same utility line may prevent trees of any considerable size from being planted which I also find disconcerting. All the more reason to increase the setback.



Density / Units / Height

At the conclusion of construction, this proposed 41-unit building (assuming at minimum 2 people per unit) is an instant 82 new neighbours directly across the street from me. There has still been no mention if the units are single dwelling or for families? 82 occupants at the low end, if families are included that number could be significantly higher. 41 units seems inappropriate and excessive relative to the area and current zoning. Less units would not be as impactful in terms of traffic, servicing and overall peaceful livability for existing residents in the neighborhood. There also hasn't been any mention of a maximum expected height? Even if capped at 3 floors – will there be an elevator? and additional infrastructure on the roof? If yes, then the building doesn't end at the top of the 3rd floor. It would be higher.

Will there be balconies facing Brookes Street or just windows? Overall, I'd like to propose the density be reduced, and the building be capped at 2 floors maximum. To keep the building in-line with existing structures, if it was the same approximate height as the Indigenous Hub next to it, that may provide a common look and feel without feeling monstrously taller to surrounding homes on the street.

Do we know what kind of units will be offered? I'm not opposed to affordable housing; I just feel mixed use communities in terms of housing tenure and income levels thrive and are more successful for the occupants. Affordability to own units for a variety of income levels helps convey a sense of pride in the occupants which isn't found with rental units. If we are truly concerned about residents who will take care of their home and the neighborhood, ownership beyond renting needs to be considered. Which also goes back to how large are they? Bachelor / single rooms, or are we looking at accommodating families in this proposal?

Traffic / Noise

As mentioned earlier I'd like to see a traffic / road study for Brookes Street. There is a lot of traffic already on Brookes Street. Since Dr. MacDougall Public School has lost its school status (in becoming the Indigenous Hub) no driver adheres to the 40 km/h implied speed limit. Even if its now assumed to be a regular 50km/h zone there is nothing posted (there are no road signs) so most drivers pick the speed they feel best gets them thru the neighborhood on their own. In fact, most traffic uses Brookes as a way of beating slower moving drivers on Maher Street by racing up/down Brookes.

Since the paving upgrade at the corner of Hardy and Brookes, many drivers exit the corner already at full speed and continue flying up towards Laurier Ave. If we add another 82 people (minimum) in 41 units across the street, I'm not sure how many cars that translates into, but the street is expected to become busier and nosier. The noise is already an issue with traffic. What I wouldn't give for two strategically placed speed bumps on the street.

Minor Concerns

Bus Route

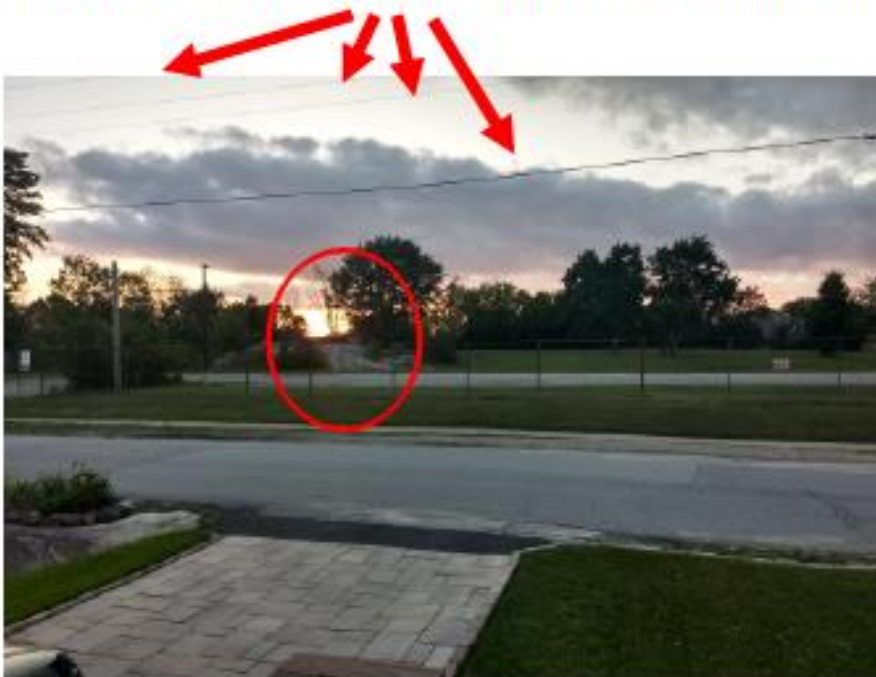
At one time Brookes Street used to have city bus stops along it. One of them was right in the middle of my front yard. Google Street view would suggest it was removed mid 2014-2015? I'm very concerned that with the additional occupants living in any structure (apartment, homes, row housing) that there will be considerable pressure to reinstate bus stops along Brookes again. This is an undesirable lottery of who has to host the bus stop. Aside from folks standing on your lawn, dropping garbage / cigarette butts, I wish this on nobody. Again, this is why I ask if we could cap the building height and or density to a lower number, it would alleviate noise/traffic and the need for additional transit access on Brookes Street.



Enjoyment of my own property

For several years I've enjoyed an unobstructed view of this undeveloped green space. Included is a photo of the sunset from my front window – which would be partially blocked if the setback isn't pushed further back. I would really miss the sunset if I was no longer able to enjoy it. A large consideration for my purchase of this property was the offset of my neighbours' homes in relation to mine, the empty laneway beside me and the large undeveloped green space across the street.

This photo also shows the utility lines which are close to the proposed setback for the building.



Overall, I appreciate the opportunity to present my thoughts and concerns and hope you find items in everyone's comments to include in your report/recommendations.

Thank you for your time,
Respectfully,

Trevor Monahan
977 Brookes Street.

Good Evening Peter,

I've got a bunch of comments I'm working on, and while I polish those, I've got a video and two photos on my Microsoft OneDrive for your viewing.

https://1drv.ms/u/s!AuycL-e2Sgq_idBCJ1BjnoFsaT8N2w?e=vANKXl

If the above link does not work, let me know. I can try uploading these to my Google Drive account instead. The video is 70MB and much too large to email.

When I send my comments I'll expand on these concerns, but for the meantime, the video shows just how much water enters my property off Brookes Street during a light rain. That same water also flows from the school yard during spring runoff (only in a much larger quantity) and I'm concerned that any development across the street will only consider how water on that green space relates to the proposed apartment and may fail to understand what those of us on the street are facing every day and especially every spring when the snow melts. The video was taken before I raised my driveway, but the water runoff is a real issue. I've worked hard to mitigate water from Brookes Street entering my property. Also on the OneDrive are two photos from my front window/yard. I have concerns about the height of the building and its approximate positioning in relation to my home. North Bay has some of the nicest sunsets and I may never see them if the proposed building is too tall, long or close to my property line (one of my thoughts are to move it back or increase the gap between the building and Brookes Street). Not sure if this is the kind of stuff you are looking for, for your report but these are items that worry me. Water is destructive. Sunsets are part of enjoying my property. Those could be challenged if development occurs.

More to follow.

Cheers,

Trevor.





Wednesday, July 14, 2021

Peter Carello,
City of North Bay
200 McIntyre St, East
North Bay, Ontario

Dear Mr. Carello,

I am writing to you in regards to the proposed application for Zoning By-law Amendment for 1040 Brookes St. I currently live directly across the street from the proposed site, at 987 Brookes St.

I would like to start by clearly stating that I am opposed to the By-law amendment being made to re-zone the property to a Residential Multiple Second Density (RM2) zone to allow for a 3 storey-41 unit apartment building.

I feel that the proposed amendment will negatively impact our quiet residential neighborhood, both physically and socially.

The following are concerns that I have with the proposal.

- 1) **Property values:** How will the proposed re-zoning and building impact property values of the area? Has, or will the city, provide an estimation of this and will taxes be adjusted to reflect a decrease in any lowered property value?
- 2) **Increase in traffic:** Brookes street is currently a busy street with a high volume of traffic (including a city bus route) and speed levels. There is also numerous pick-ups/drop offs at the side of the street on Brookes street at the Indigenous Hubs day care that congests the street at certain times. Has there been any study on the current traffic/speed levels on Brookes street and how adding 41 units will impact this?
- 3) **Increase load on water and utilities infrastructure:** Has the city made any attempts to study and provide an analysis of how such a large scale -building will affect the load on utilities such as water and waste management? Will the current system be able to handle the increased load without jeopardizing current service?
- 4) **Noise and disruption and loss of green space:** Allowing for a multi-level structure will greatly alter the aesthetic appeal of the neighborhood, which is currently low level residential. The loss of green space will also be a loss to the neighborhood. Such an opposing structure as planned will reduce the amount of light and breeze let into the immediate neighborhood, and increase the noise levels, population density, and traffic.
- 5) **Change in water drainage:** Brookes street immediately in front on the proposed building site currently has no curb, ditch or sewer drains. Ground water/rain water currently flows down both sides of the street, gradually washing the sand on the street sides away. The few small culverts are currently unmaintained and often plugged with sand, causing water to build up and flow onto private properties and around foundations. Placing a structure of the proposed size, accompanied with a parking lot would mean more ground water diverted

to Brookes st. Has the city conducted any assessments of the water drainage system on Brookes street and how the proposed building would impact it?

Thank you for considering these concerns and the concerns of others in the neighborhood in your decision. I hope that when combined with the overwhelming concerns of my fellow neighbors, that you will reconsider the re-zoning amendment for the purpose of building the proposed building.

Sincerely,

Nathan Moore & Melanie Blanchard
987 Brookes Street